Initial Study/MND

Genesis & Hyundai Dealership

Prepared by

City Of SAN BRUNO

In Consultation with

DAVID J. POWERS & ASSOCIATES, INC.
ENVIRONMENTAL CONSULTANTS & PLANNERS

February 2023

CITY OF SAN BRUNO

Mitigated Negative Declaration

Pursuant to Section 21000 et seq of the Public Resources Code, a Mitigated Negative Declaration is hereby granted for the following project:

1. Project Title:	Genesis & Hyundai Dealership
2. Lead Agency Name and Address:	City of San Bruno 567 El Camino Real San Bruno, CA 94066
3. Contact Person and Phone Number:	Michael Laughlin, AICP Planning and Housing Manager mlaughlin@sanbruno.ca.gov (650) 616-7053
4. Project Location	The proposed location of the Genesis & Hyundai Dealership is located at 1010 Admiral Court in the City of San Bruno. The approximately 1.66-acre site is bounded by El Camino Real to the east, Interstate 380 (I-380) to the south, Commodore Drive to the west, and Admiral Court to the north. Additionally, the project proposes to widen a portion of Commodore Drive located approximately 750 feet west of the proposed dealership that would be used to unload sales vehicles.
5. Project Applicant's Name & Address:	Lee Sumlin, Project Manager Goree + Goree Whitfield 5151 San Felipe, Suite 1700 Houston, TX 77056
6. Description of Project:	The Genesis & Hyundai Dealership project proposes a General Plan Amendment and Specific Plan Amendment, and related permits including an Architectural Review Permit and Planned Development Permit, to facilitate development of an automobile dealership. The proposed dealership would consist of a three-

story building with rooftop solar panels that would provide space for vehicle storage/display and dealership operations (including showroom sales, offices, parts delivery/storage, and automobile repair and maintenance). Additionally, two levels of underground vehicle storage would be constructed beneath the proposed dealership that would also provide space dedicated to parts storage and vehicle wash and detail services. Additionally, the project proposes to widen a portion of Commodore Drive located approximately 750 feet west of the proposed dealership that would be used to unload sales vehicles.

FINDING

The Community and Economic Development Director finds the project described above will not have a significant effect on the environment in that the attached Initial Study identifies one or more potentially significant effects on the environment for which the project sponsor, before public release of this draft Mitigated Negative Declaration (MND), has made or agrees to make project revisions that clearly mitigate the effects to a less than significant level.

MITIGATION MEASURES INCLUDED IN THE PROJECT TO REDUCE POTENTIALLY SIGNIFICANT EFFECTS TO A LESS THAN SIGNIFICANT LEVEL

A. **AESTHETICS** – The project will not have a significant impact on this resource; therefore, no mitigation is required.

B. **AGRICULTURE AND FOREST RESOURCES** – The project will not have a significant impact on this resource; therefore, no mitigation is required.

C. **AIR QUALITY**

MM AIR-3.1: The project shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 75-percent reduction in DPM exhaust emissions or greater. The plan shall be submitted to the Community and Economic Development Director, or the director's designee, prior to issuance of grading and building permits. One feasible plan to achieve this reduction would include the following:

- All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent if feasible, otherwise:
    - If use of Tier 4 equipment is not available, alternatively use equipment that meets U.S. EPA emission standards for Tier 3 engines with particulate matter emissions control equivalent

to CARB Level 3 verifiable diesel emission control devices that altogether achieve a 75 percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination).

- Use of electrical or non-diesel fueled equipment.

- Alternatively, the applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 75 percent or greater. Elements of the plan could include a combination of some of the following measures:
    - Implementation of No. 1 above to use Tier 4 or alternatively fueled equipment,
    - Installation of electric power lines during early construction phases to avoid use of diesel generators and compressors,
    - Use of electrically powered equipment,
    - Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered,
    - Change in construction build-out plans to lengthen phases, and
    - Implementation of different building techniques that result in less diesel equipment usage.

D. BIOLOGICAL RESOURCES

MM BIO-1.1: To the extent feasible, initial grading and vegetation removal activities (or at least the commencement of such activities) should be scheduled to occur during the non-nesting season (September 1 to January 31). If construction activities are scheduled to take place outside of the nesting season, all impacts on nesting birds protected under the MBTA and CDFW will be avoided. No tree or vegetation removal will occur, or grading or building permits issued shall allow construction activity during the nesting period (February 1 to August 31) without adhering to MM BIO-1.2.

MM BIO-1.2: If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. These surveys shall be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats within 250 feet of the limits of construction activities. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a construction-free buffer zone (typically 250 feet for raptors and 50 feet for other species), to ensure that nests of species protected by the MBTA and CDFW shall not be disturbed during project implementation. The results of the pre-construction surveys and proposed buffer zones shall be submitted to the Community and Economic Development Director, or the director's designee,

prior to vegetation removal and issuance of grading permits. These buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest with the permission of the ornithologist.

E. CULTURAL RESOURCES

MM CUL-2.1: Prior to the initiation of site preparation and/or the start of construction, the project applicant shall ensure that all construction workers receive training overseen by a qualified professional archaeologist who is experienced in teaching non-specialists, to ensure that contractors can recognize archaeological resources in the event that any are discovered during construction. Proof of contractor training shall be submitted to the Community and Economic Development Director, or the director's designee, prior to issuance of any grading or building permits that would permit subsurface work.

MM CUL-2.2: If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the Community and Economic Development Director or the director's designee shall be notified. The project applicant shall hire a qualified archaeologist to conduct a field investigation. The Community and Economic Development Director or the director's designee shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through avoidance, preservation in-place, recordation, additional archaeological testing and data recovery measures that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

MM CUL-3.1: If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted, and the Community Development Director and the San Mateo County Coroner shall be notified immediately, according to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project applicant shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of San Bruno shall be responsible for approval of recommended mitigation as it deems appropriate,

taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project sponsor shall implement approved mitigation, to be verified by the City of San Bruno, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

F. ENERGY – The project will not have a significant impact on this resource; therefore, no mitigation is required.

G. GEOLOGY AND SOILS

MM GEO-6.1: Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the Community Development Director notified immediately. A qualified paleontologist hired by the project applicant shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, submitted to a paleontological repository, such as the University of California Museum of Paleontology.

H. GREENHOUSE GAS EMISSIONS

MM GHG-1.1: Prior to issuance of any discretionary permits that would allow construction (grading, excavation, building, etc.) activities, the applicant shall submit a construction management plan that demonstrates that the project will implement the following measures prior to and during construction:

- Alternative fueled (e.g. biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet;
- Buildings shall be constructed with local building materials of at least 10 percent (sourced from within 100 miles of the City limits); and
- Contractors shall recycle and reuse at least 50 percent of construction waste materials.

MM GHG-1.2: The final project design shall exclude the construction of natural gas infrastructure and the use of natural gas appliances. Proof of compliance with the aforementioned prohibitions on natural gas infrastructure and appliances shall be submitted to the Director of Community and Economic Development or the Director's designee prior to the issuance of building permits.

I. HAZARDS AND HAZARDOUS MATERIALS

MM HAZ-5.1: Prior to the issuance of any building permits, the applicant shall provide evidence to the Director of Community and Economic Development or the Director's designee that the Federal Aviation Administration has reviewed the proposed construction plan and issued a Determination of No Hazard that confirms that the use of construction equipment would not be an obstruction to air navigation and would not have a substantial aeronautical impact.

J. HYDROLOGY AND WATER QUALITY – The project will not have a significant impact on this resource; therefore, no mitigation is required.

K. LAND USE AND PLANNING – The project will not have a significant impact on this resource; therefore, no mitigation is required.

L. MINERAL RESOURCES – The project will not have a significant impact on this resource; therefore, no mitigation is required.

M. NOISE

MM NOI-2.1: The project shall implement the following measures during construction in order to reduce vibration generated during construction to less than 0.3 PPV in/sec. Prior to issuance of grading permits, the project applicant shall provide copies of construction plans to the Director of Community and Economic Development with these measures included, and the 25 foot distance to all adjacent structures demarcated.

- Use of clam shovels shall be prohibited within 25 feet of any adjacent building.
- Vibratory rollers (if necessary) that are used within 25 feet of the adjacent residences to the north shall be equivalent in size to a Caterpillar model CP433E vibratory compactor or smaller such that vibration levels would not exceed 0.3 in/sec PPV.
- Avoid dropping heavy equipment and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 20 feet of the commercial building to the north .

N. POPULATION AND HOUSING – The project will not have a significant impact on this resource; therefore, no mitigation is required.

O. PUBLIC SERVICES – The project will not have a significant impact on this resource; therefore, no mitigation is required.

P. RECREATION – The project will not have a significant impact on this resource; therefore, no mitigation is required.

Q. **TRANSPORTATION/TRAFFIC –** The project will not have a significant impact on this resource; therefore, no mitigation is required.

R. **TRIBAL CULTURAL RESOURCES –** Potential impacts to tribal cultural resources would be addressed through mitigation measures MM CUL-2.1, MM CUL-2.2, and MM CUL-3.1, identified above under E. Cultural Resources.

S. **UTILITIES AND SERVICE SYSTEMS** – The project will not have a significant impact on this resource; therefore, no mitigation is required.

T. **WILDFIRE –** The project will not have a significant impact on this resource; therefore, no mitigation is required.

U. **MANDATORY FINDINGS OF SIGNIFICANCE** – With the implementation of the mitigation measures identified above, the project would not degrade the quality of the environment, substantially affect the biological resources, or eliminate important examples of California history or prehistory. The mitigation measures would also ensure that the project's contribution to cumulative impacts would not be cumulatively considerable, and the project would not cause substantial adverse effects on human beings, either directly or indirectly.

PUBLIC REVIEW PERIOD

Before 5:00 p.m. on February 23rd, any person may:

1. Review the Draft MND as an informational document only; or

2. Submit written comments regarding the information and analysis in the Draft MND. Before the MND is adopted, Planning staff will prepare written responses to any comments, and revise the Draft MND, if necessary, to reflect any concerns raised during the public review period. All written comments will be included as part of the Final MND.

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Appendix B: Air Quality and Greenhouse Gas Assessment
Appendix C: Geotechnical Investigation
Appendix D: Remedial Action Workplan
Appendix E: Noise and Vibration Assessment
Appendix F: Transportation Analysis

SECTION 1.0 INTRODUCTION AND PURPOSE

1.1 PURPOSE OF THE INITIAL STUDY

The City of San Bruno, as the Lead Agency, has prepared this Initial Study for the San Bruno Genesis & Hyundai Dealership project in compliance with the California Environmental Quality Act (CEQA), the CEQA Guidelines (California Code of Regulations §15000 et. seq.) and the regulations and policies of the City of San Bruno, California.

The Genesis & Hyundai Dealership Project ("project") proposes a General Plan Amendment and Specific Plan Amendment, and related permits including an Architectural Review Permit and Planned Development Permit to facilitate development of an automobile dealership. This Initial Study evaluates the environmental impacts that might reasonably be anticipated to result from implementation of the proposed project.

1.2 PUBLIC REVIEW PERIOD

Publication of this Initial Study marks the beginning of a 20-day public review and comment period. During this period, the Initial Study will be available to local, state, and federal agencies and to interested organizations and individuals for review. Written comments concerning the environmental review contained in this Initial Study during the 20-day public review period should be sent to:

Michael Laughlin, AICP
Planning and Housing Manager
City of San Bruno
567 El Camino Real
San Bruno, CA 94066

Comments may also be sent via email to: mlaughlin@sanbruno.ca.gov

1.3 CONSIDERATION OF THE INITIAL STUDY AND PROJECT

Following the conclusion of the public review period, City of San Bruno will consider the adoption of the Initial Study/Mitigated Negative Declaration (MND) for the project at a regularly scheduled meeting. The City shall consider the Initial Study/MND together with any comments received during the public review process. Upon adoption of the MND, the City may proceed with project approval actions.

1.4 NOTICE OF DETERMINATION

If the project is approved, City of San Bruno will file a Notice of Determination (NOD), which will be available for public inspection and posted within 24 hours of receipt at the County Clerk's Office for 30 days. The filing of the NOD starts a 30-day statute of limitations on court challenges to the approval under CEQA (CEQA Guidelines Section 15075(g)).

SECTION 2.0 PROJECT INFORMATION

2.1 PROJECT TITLE

Genesis & Hyundai Dealership

2.2 LEAD AGENCY CONTACT

Michael Laughlin, AICP
Planning and Housing Manager
City of San Bruno
567 El Camino Real
San Bruno, CA 94066
mlaughlin@sanbruno.ca.gov

2.3 PROJECT APPLICANT

Lee Sumlin, Project Manager
Goree + GoreeWhitfield
5151 San Felipe, Suite 1700
Houston, TX 77056

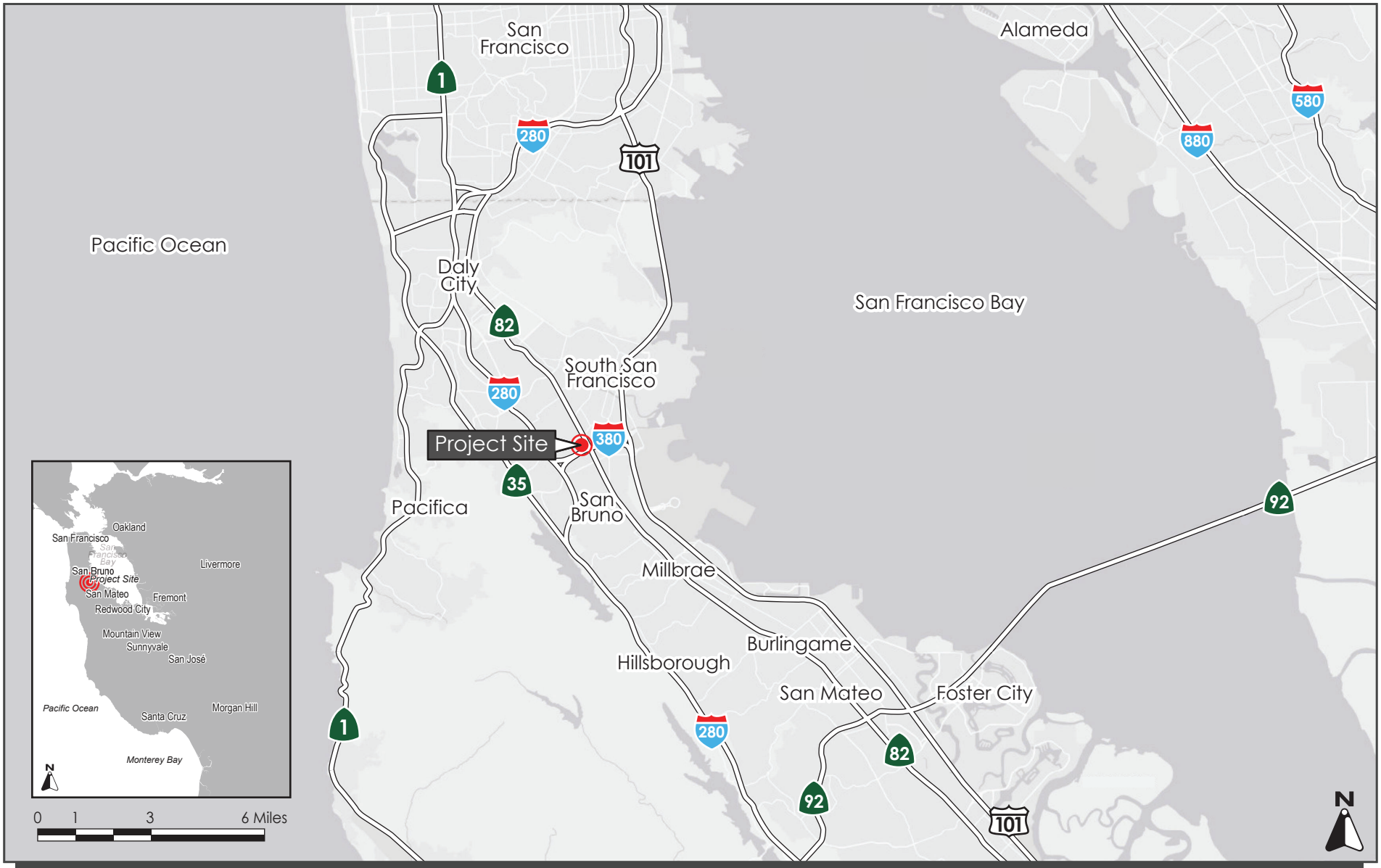
2.4 CONSULTANT

David J. Powers and Associates, Inc.
1736 Franklin St, Suite 400
Oakland, CA 94612
Contact: Matthew Moore, Project Manager
mmoore@davidjpowers.com

2.5 PROJECT LOCATION

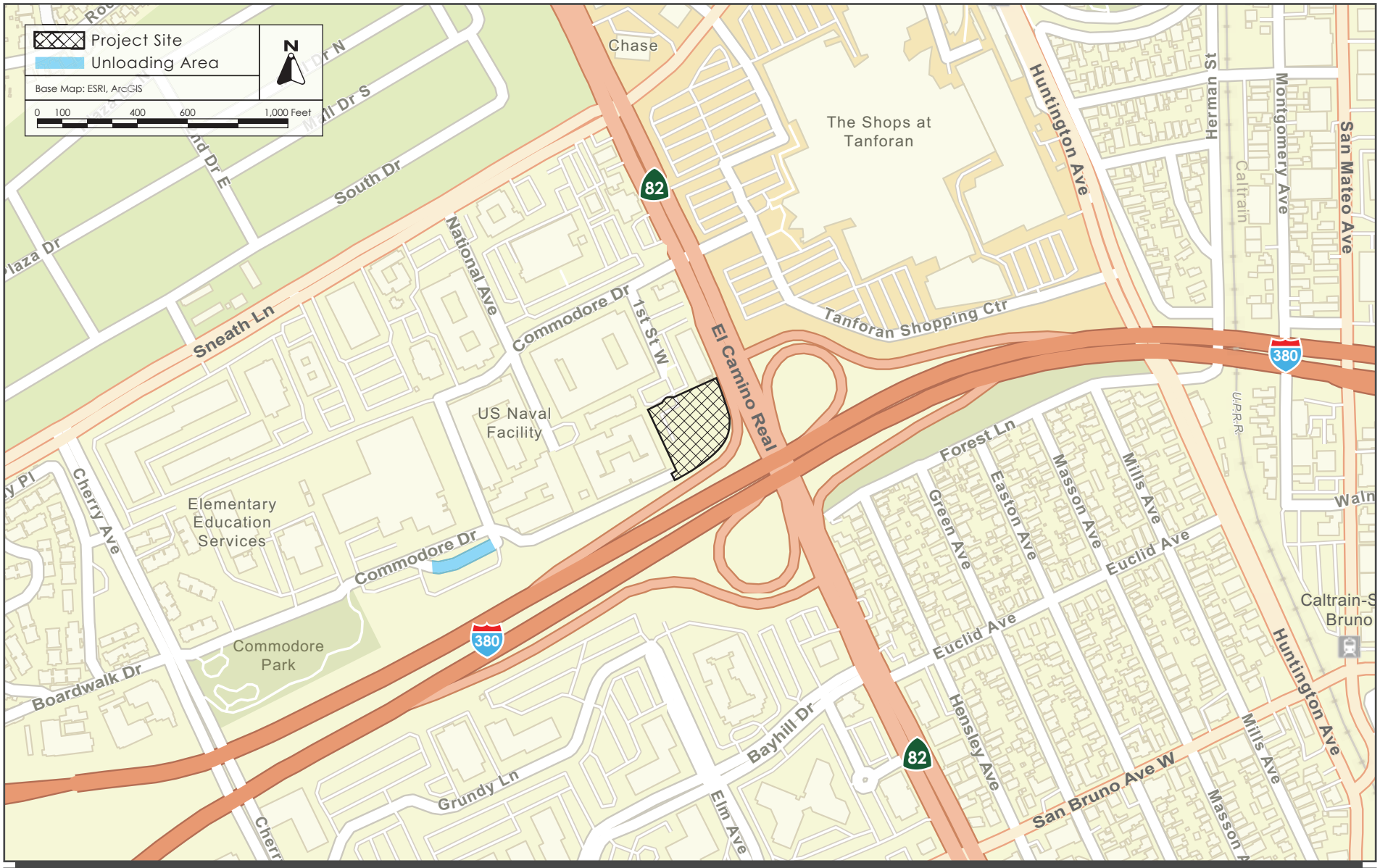
The proposed location of the Genesis & Hyundai Dealership ("project site") is located at 1010 Admiral Court in the City of San Bruno. The approximately 1.66-acre site is bounded by El Camino Real to the east, Interstate 380 (I-380) to the south, Commodore Drive to the west, and Admiral Court to the north. Additionally, the project proposes to widen a portion of Commodore Drive located approximately 750 feet west of the proposed dealership that would be used to unload sales vehicles ("unloading area"). The location of the project site and unloading area are shown on the following figures:

- Figure 2.5-1: Regional Map
- Figure 2.5-2: Vicinity Map
- Figure 2.5-3: Aerial Photograph and Surrounding Land Uses

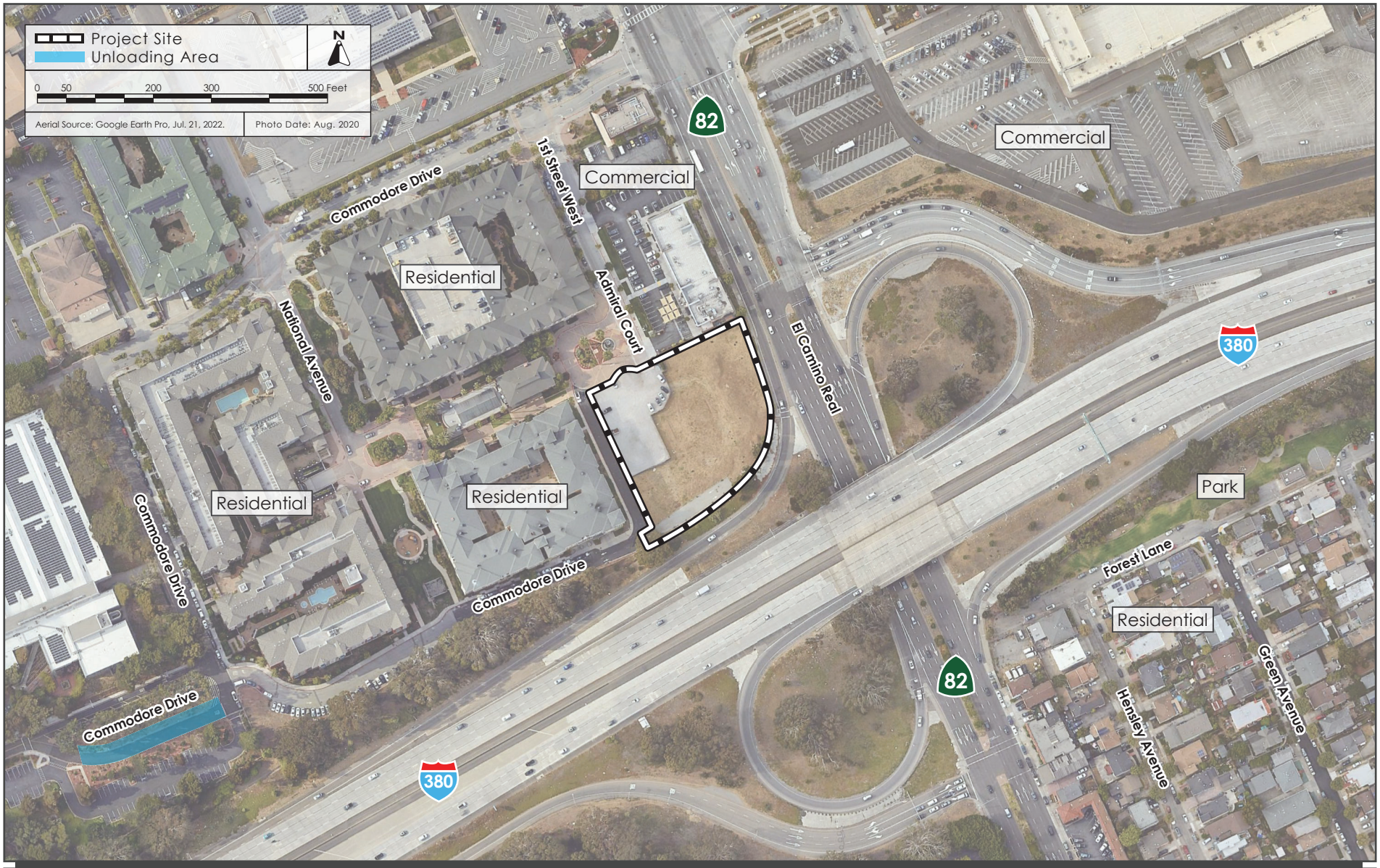


REGIONAL MAP

FIGURE 2.5-1



VICINITY MAP | FIGURE 2.5-2



AERIAL PHOTOGRAPH AND SURROUNDING LAND USES | FIGURE 2.5-3

2.6 ASSESSOR'S PARCEL NUMBER

The project site is comprised of two parcels with the Assessor's Parcel Numbers (APN) 020-013-250, 020-013-260, and a portion of a third parcel with the APN 020-013-220.

2.7 LAND USE DESIGNATIONS AND ZONING DISTRICT

The project site has a General Plan land use designation of Visitor Services and is zoned P-D, Planned Development. The project site is within the U.S. Navy Site and its Environs Specific Plan (U.S. Navy Specific Plan) area, which designates the site for "Hotel and Ancillary Uses". The proposed unloading area is within an existing City right-of-way.

2.8 HABITAT PLAN DESIGNATION

There is no applicable habitat conservation plan (HCP) or natural community conservation plan (NCCP), or other approved local, regional, or state habitat conservation plan for the City of San Bruno.

2.9 PROJECT-RELATED APPROVALS, AGREEMENTS, AND PERMITS

The project would require the following discretionary and ministerial approvals from the City of San Bruno:

- General Plan Amendment
- Specific Plan Amendment
- Architectural Review Permit per SBMC Chapter 12.108
- Planned Development Permit per SBMC Chapter 12.96.190
- Building Permit and Certificate of Occupancy
- Grading, demolition, construction, encroachment, parking, traffic, erosion, and Storm Water Pollution Prevention Plan permits and approvals
- Permits for water lines, water hookups, wastewater lines, wastewater hookups
- Fire Code Permit
- Yellow Zone Curb Striping for Off-Site Loading Zone
- Lot Merger

SECTION 3.0 PROJECT DESCRIPTION

The project proposes a General Plan Amendment (GPA) and Specific Plan Amendment, and related permits including an Architectural Review Permit and Planned Development Permits, to facilitate development of an automobile dealership, as described below in Section 3.2. All proposed text edits to these documents are identified in Appendix A.

3.1 EXISTING SETTING

The approximately 1.66-acre project site is within the 52-acre U.S. Navy Specific Plan area located in San Bruno. The site is an undeveloped and relatively flat parcel with an approximately one percent slope. A majority of the site (approximately 93 percent or 67,269 square feet of pervious surface area) is covered with ruderal vegetation, such as grasses and shrubs, and approximately 16 trees line the southern site boundary. The remaining seven percent of the site (5,079 square feet of impervious area) is covered with a roadway extension that connects to Commodore Drive. Additionally, in the northwestern corner of the site, there is an approximately 0.4-acre temporary overflow gravel parking lot for the surrounding commercial uses. The overflow parking lot is surrounded by temporary fencing.

3.1.1 General Plan Land Use Designation

The project site has a General Plan land use designation of Visitors Services, pursuant to the U.S. Navy Specific Plan.

3.1.2 Specific Plan Land Use Designation

The project site is designated for "Hotel and Ancillary Uses" in the U.S. Navy Specific Plan. This land use designation allows for a hotel development with a maximum room count of 152 rooms. Under this land use designation, development on-site is limited to a maximum building height of 73 feet and a half level of subterranean parking.

3.1.3 Zoning District

The project site is zoned P-D, Planned Development (City of San Bruno Municipal Code Section 12.96.190). This zoning district allows for a tailored mixture of uses, or unusual density, building intensity, or design relationships for each specific site which will produce an environment and use of land in each case superior to that which would result from the regulations of the standard districts or combination of districts.

3.2 PROPOSED PROJECT

3.2.1 General Plan Amendments

The project proposes to amend the project site's General Plan land use designation to a new site-specific land use designation "Crossings Commercial" with the following description:

"The Automobile Sales Auto Repair Services and Ancillary Sales designation permits uses related to automobile sales, automobile repair services, ancillary automobile-related uses (excluding

automobile body shops and gasoline sales/service stations) and ancillary sales. This designation is applied to the 1.66-acre area (Parcels 7 and 8 of The Crossing Subdivision) along El Camino Real, adjacent to Interstate 380 and located in the boundaries of the U.S Navy Site and Its Environs Specific Plan."

The proposed amendments to the General Plan would permit limited commercial uses intended to serve a regional market area, including hotels, automobile sales and related activities, and automobile repair services and automobile-related activities (vehicle engine/drivetrain repair, tire replacement, alignments, window replacement/repair, smog, vehicle washing/detailing). Automobile body shops (including collision/body repair and painting services) and gasoline sales/service stations are prohibited. Development on-site would be restricted to a floor area ratio (FAR) of up to 3.0.

In addition to the above amendment, the project proposes a number of text edits to the City's General Plan to update the General Plan to account for the intended use of the site. Refer to Appendix A for a comprehensive list of all proposed text edits.

3.2.2 Specific Plan Amendments

The project proposes to amend the project site's Specific Plan land use designation to a new site-specific land use designation "Crossings Commercial" with the following description:

"Crossings Commercial: This designation permits limited commercial uses which are regional in scope, and are specifically intended to serve a regional market area, including: hotels; automobile sales; automobile repair services; ancillary automobile-related uses (excluding automobile body shops and gasoline sales/service stations); and ancillary sales. Automobile body shops and gasoline sales/service stations are prohibited. This designation would apply to Parcels 7 & 8 of the Crossings Subdivision along El Camino Real."

The proposed amendments to the U.S. Navy Specific Plan would permit the project site to be developed with limited commercial uses intended to serve a regional market area, including hotels, automobile sales, automobile repair services, ancillary automobile-related, and ancillary sales. Automobile body shops and gasoline sales/service stations are prohibited. The proposed amendments to the U.S. Navy Specific Plan would permit the project site to be developed with the proposed automobile commercial space (including showrooms, auto parts sales, administration space, automobile service bays), and automobile inventory storage. Development on-site would be restricted to heights of 50 feet and an FAR of 3.0.

Refer to Appendix A for a comprehensive list of all proposed text edits to the U.S. Navy Specific Plan, including site-specific development standards.

3.2.3 Genesis & Hyundai Dealership

The project proposes to develop the 1.66-acre project site with an approximately 171,610 square foot automobile dealership development (consisting of 43,254 square feet of occupied space and 128,356 square feet of enclosed parking garage) and associated surface parking lot. The proposed dealership would consist of a three-story building (approximately 50 feet in height) with rooftop solar panels that would provide space for vehicle storage/display and dealership operations (including showroom

sales, offices, parts delivery/storage, and automobile repair and maintenance). Additionally, two levels of underground vehicle storage (extending to a depth of 44 feet) would be constructed beneath the proposed dealership that would also provide space dedicated to parts storage and vehicle wash and detail services. The proposed dealership is anticipated to employ approximately 70 people.

Operational Details

- Showroom and sales: Monday – Sunday, 9:00 a.m. to 7:00 p.m.
- Office Administration: Monday – Friday, 7:30 a.m. to 6:00 p.m.
- Service Center: Monday – Saturday, 7:30 a.m. to 6:00 p.m.
- Auto Parts: Monday – Saturday, 7:30 a.m. to 6:00 p.m.
- Inventory Vehicle Delivery: Monday – Saturday, 9:00 a.m. to 6:00 p.m.
- Concierge service: projecting 20-30 percent online sales, with up to 50 percent of vehicles sold to be delivered by staff directly to the buyer's home

3.2.3.1 *Site Access, Circulation, and Parking*

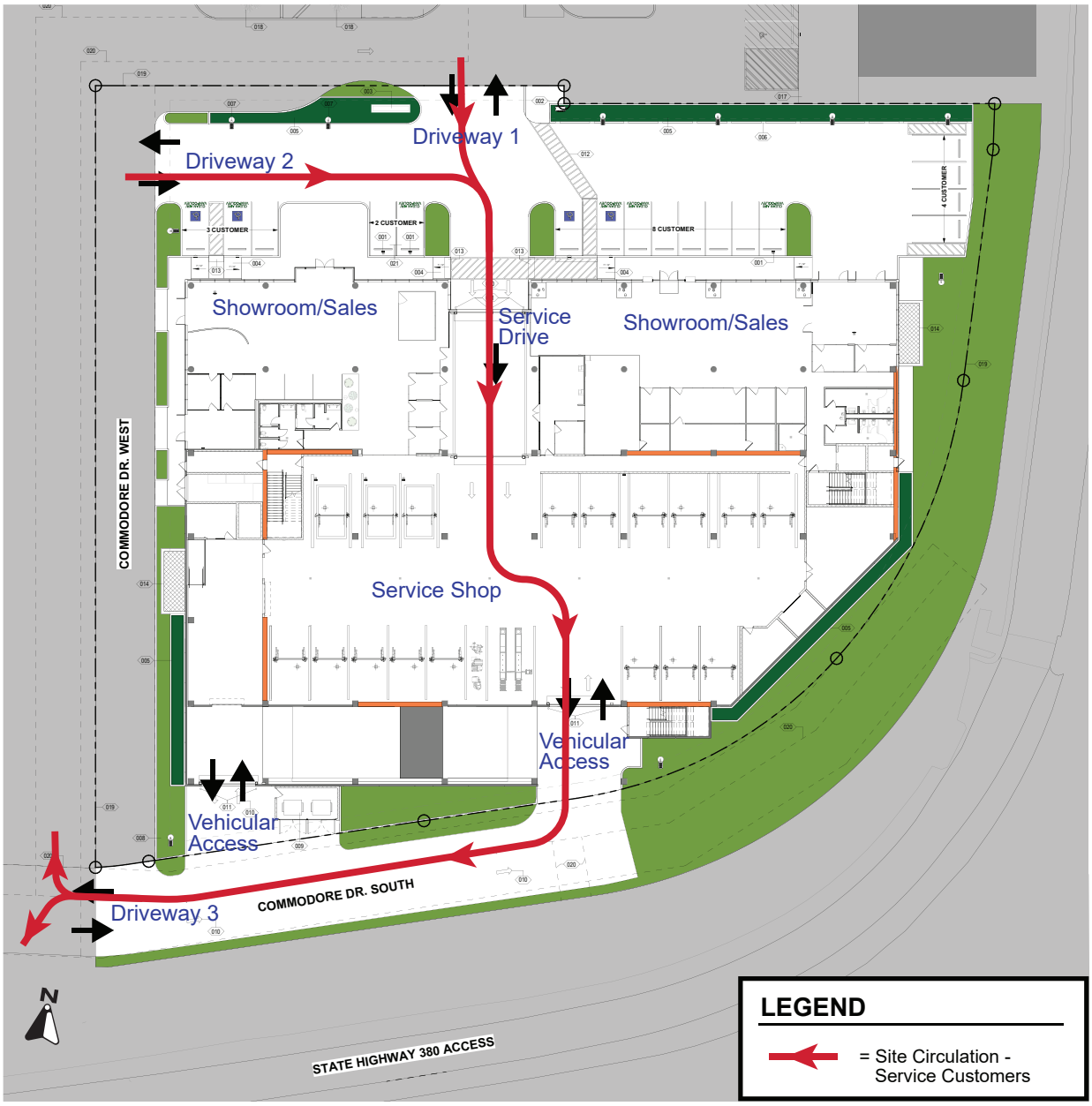
Site Access and Circulation

Access to the project site would be provided via an existing driveway (driveway # 1) at the terminus of Admiral Court, and one new driveway (driveway # 2) and one existing driveway (driveway # 3) off of Commodore Drive. A site access and circulation diagram is shown on Figure 3.2-1.

Driveways 1 and 3 would serve as the primary access point for customers. Customers would park in the surface level parking lot or on floors two and three, which customers would access from driveway 3 via a ramp. Vehicles arriving for servicing would access the site via driveways 1 and 2 and temporarily park at the service center entrance, which would provide queue space for up to 13 vehicles. Staff would log in arriving vehicles and then move them either into service bays on the main level or to underground level one. After servicing, vehicles would exit the site via driveway 3. Employee parking would be provided in basement levels one and two, which would be accessible via the aforementioned ramp.

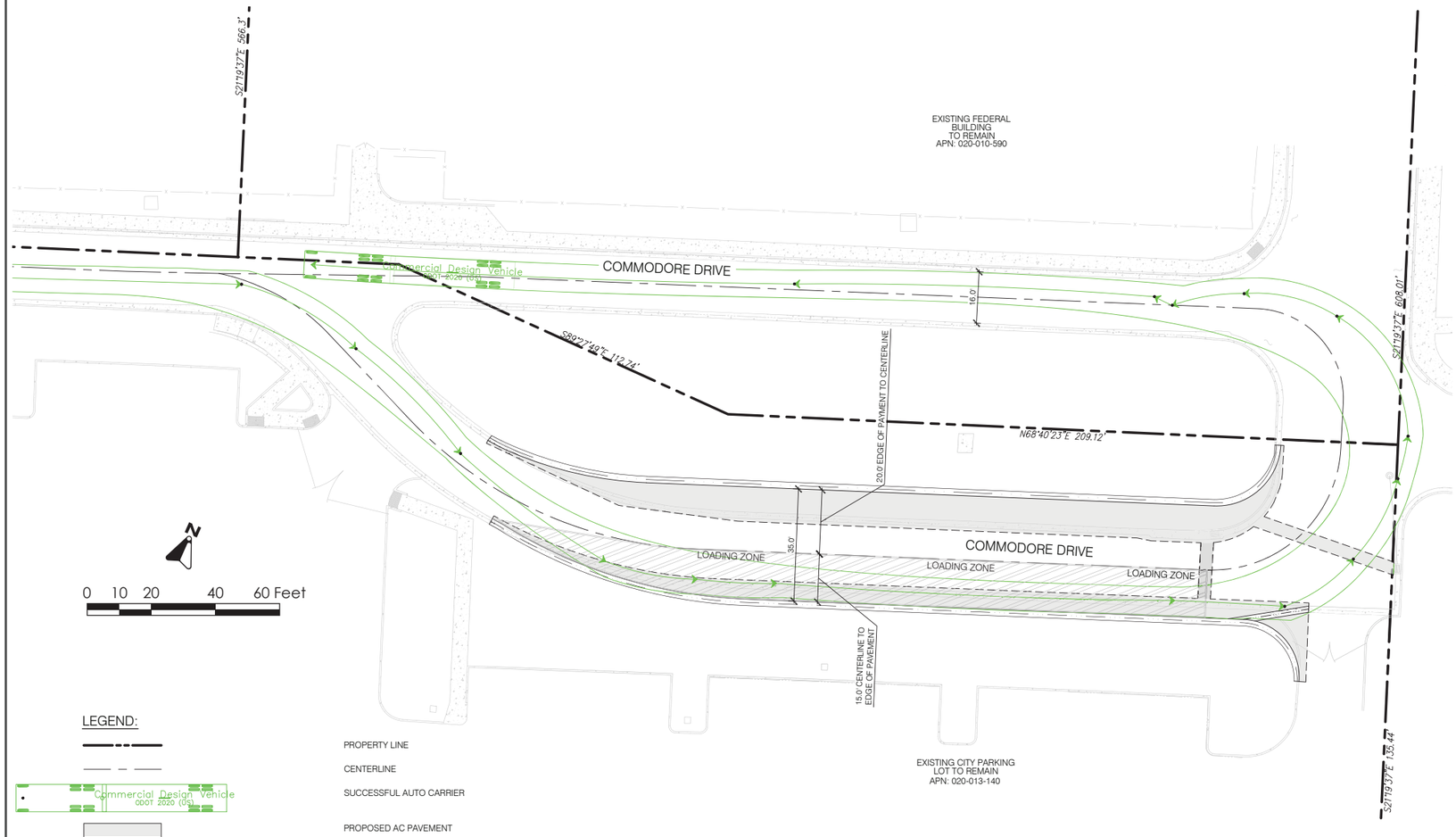
As shown on Figure 3.2-1, delivery vehicles for auto parts, service, and administrative supplies would utilize driveway 3, and unload within the building. Garbage trucks would access the trash enclosure structure on the south side of the building via driveway 3.

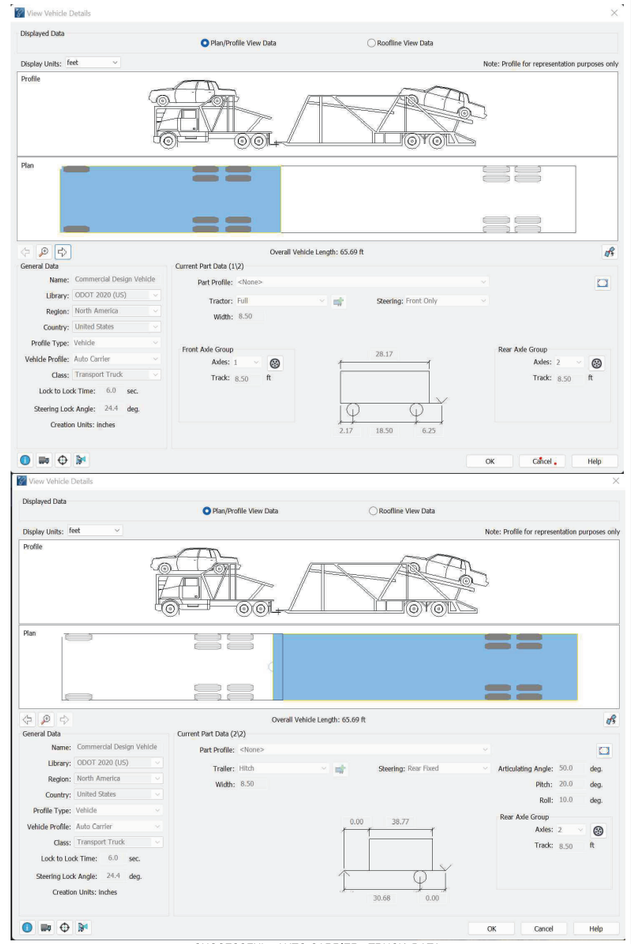
Sales vehicles would be unloaded off-site on an eastbound, one-way section of Commodore Drive approximately 750 feet west of the project site (refer to Sections 2.5 and 3.2.3.3). Vehicle deliveries would typically occur twice per day. Delivery trucks with car haulers would access this loading area by utilizing Cherry Avenue to the west and turning eastbound on Commodore Drive. The trucks would then complete a 90-degree turn and travel westbound to Cherry Avenue from Commodore Drive. Off-loading of vehicles would be permitted Monday through Saturday, between 9:00 a.m. and 6:00 p.m. Off-loaded automobiles would then be driven by dealership employees to the project site for storage inside the building. The proposed location, improvement, and operation of the off-site sales vehicle delivery area is shown on Figure 3.2-2.



Source: Hexagon Transportation Consultants, Inc., November 22, 2022.

SITE ACCESS AND CIRCULATION DIAGRAM | FIGURE 3.2-1





SUCCESSFUL - AUTO CARRIER - TRUCK DATA

Source: Commercial Development Resources, November 29, 2022.

OFF-SITE SALES VEHICLE DELIVERY DIAGRAM | FIGURE 3.2-2

Parking

The project would include a total of 446 parking spaces, consisting of 331 internal spaces within the building, 99 rooftop spaces, and 16 surface parking spaces. Of the 446 parking spaces, 330 spaces would be for inventory vehicles, 52 customer spaces,30 employee spaces, and 34 service and showroom spaces. The surface parking lot includes six electric vehicle (EV) capable spaces and four Americans with Disabilities Act (ADA) compliant spaces. Sales vehicles would be stored in the two basement levels and on floors two and three of the proposed building. A small number of sales vehicles would be displayed in the showroom on the ground floor.

3.2.3.2 *Landscaping and Stormwater Control*

As noted in Section 3.1, the project site is currently 97 percent pervious and three percent impervious. If constructed, the project site would consist of 14,387 square feet of pervious surface (equivalent to approximately 20 percent of the overall site area) and 57,961 square feet of impervious surface (equivalent to approximately 80 percent of the site). Pervious areas would be planted with 26 new trees along with shrubs and groundcover. The project proposes to remove six existing trees, including five heritage trees, that are located at the southern boundary of the project site.

To manage stormwater runoff on the site, the project proposes four flow-through planters lined with underdrains and one self-treating landscape. These stormwater features would capture, temporarily store, and filter stormwater. The flow-through planters would be located along the perimeter of the proposed building with two of the features along the northern project site boundary, one planter along the southeastern edge of the building, and the fourth flow-through planter along the bottom western edge of the building. The flow-through planters would cover 1,851 square feet of the project site, and the self-treating landscape would cover 0.23-acres of the upper eastern project site area.

In addition to the landscaping and stormwater improvements to the project site, new drainage swales that would be connected to the City's stormwater conveyance system would be installed in Commodore Drive as part of the roadway widening described in Sections 2.5 and 3.2.3.3.

Conceptual landscape and stormwater control plans are shown on Figure 3.2-3 and Figure 3.2-4, respectively.

TREE LEGEND

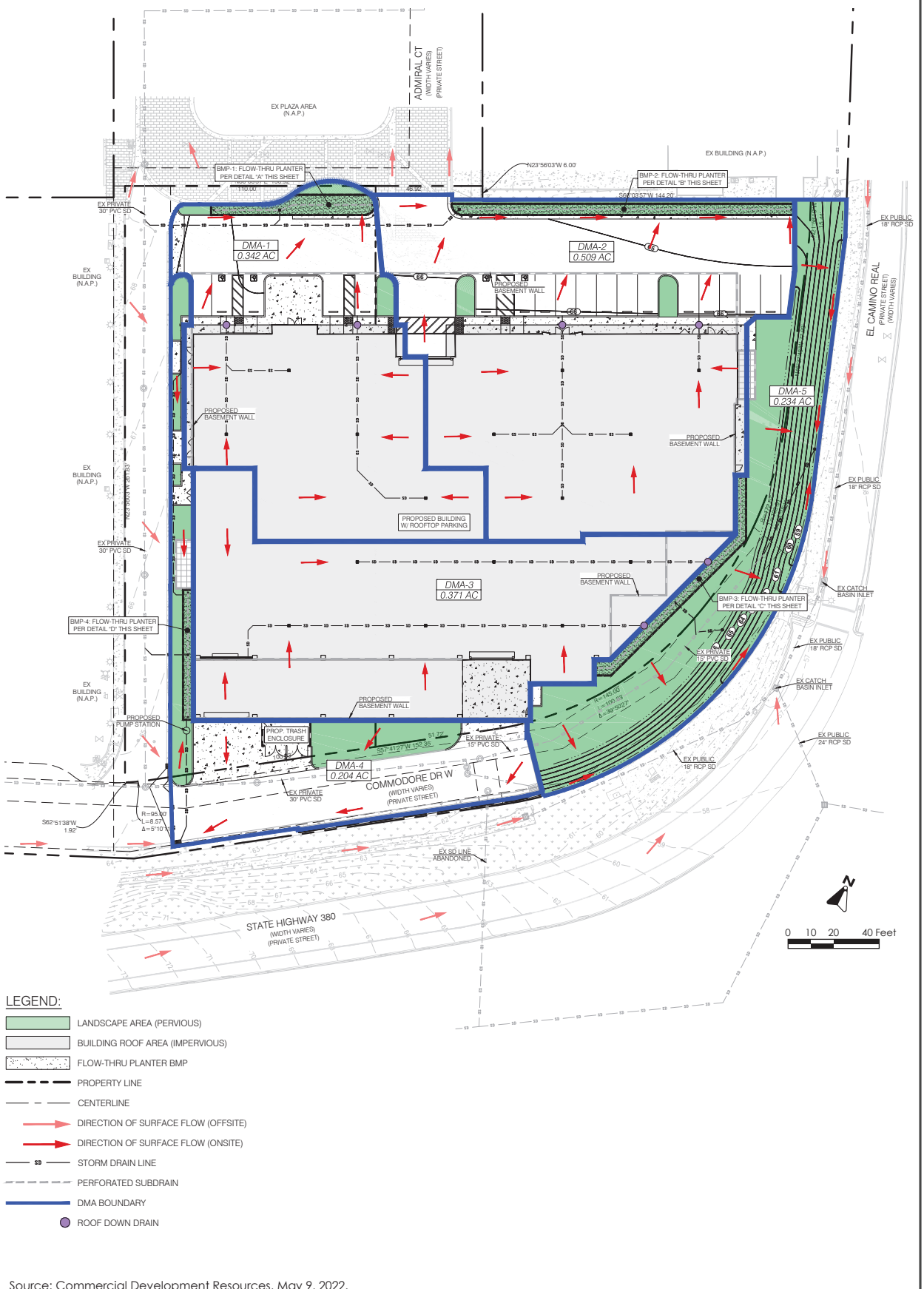
SYMBOL	BOTANICAL NAME *(COMMON NAME)*	BOX SIZE	WUCOLS	QTY.
	SCHINUS MOLLE (CALIFORNIA PEPPER)	48" BOX MIN.	L	2
	QUERCUS AGRIFOLIA *(COAST LIVE OAK)*	48" BOX	VL	6
	TRISTANIA CONFERTA *(BRISBANE BOX)*	24" BOX	L	10
	LAURUS NOBILIS *(SWEET BAY)*	36" BOX	L	3
	ULMUS SPECIES *(CHINESE ELM)*		L	
	LAURUS NOBILIS *(SWEET BAY)*	36" BOX	L	5
	CALISTEMON CITRINIS *(LEMON BOTTLEBRUSH)*		L	
	LIGUSTRUM JAPONICA *(WAXLEAF PRIVET)*	15 GAL	M	97
	RHAPHIOLEPIS SPECIES *(INDIAN HAWTHORNE)*		L	

SHRUB & GROUNDCOVER LEGEND

SYMBOL	BOTANICAL NAME *(COMMON NAME)*	SIZE/SPACING/WUCOLS
	CARISSA MACROCARPA 'GREEN CARPET' *(NATAL PLUM)*	5 GAL 3' O.C. L
	LANTANA MONTEVIDENSIS *(TRAILING LANTANA)*	5 GAL 3' O.C. L
	RHAPHIOLEPIS INDICA 'BALLERINA' *(INDIAN HAWTHORNE)*	5 GAL 2' O.C. M
	TRACHELOSPERMUM JASMINOIDES *(STAR JASMINE)*	5 GAL 2' O.C. M
	AGAVE SPECIES *(AGAVE)*	5 GAL 3' O.C. L
	ALOE SPECIES *(ALOE)*	5 GAL 3' O.C. L
	CALLISTEMON SPECIES *(DWARF BOTTLE BRUSH)*	5 GAL 3' O.C. M
	DIETES VEGETA *(FORTNIGHT LILY)*	5 GAL 3' O.C. M
	PITTOSPORUM SPECIES *(MOCK ORANGE)*	5 GAL 3' O.C. M
	RHAPHIOLEPIS SPECIES *(INDIAN HAWTHORNE)*	5 GAL 3' O.C. L
	ARCTOSTAPHYLOS SPECIES *(MANZANITA)*	1 GAL 3' O.C. L
	BACCHARIS PILULARIS CVS *(DWARF COYOTE BUSH)*	1 GAL 3' O.C. L
	CARISSA MACROCARPA 'GREEN CARPET' *(NATAL PLUM)*	1 GAL 3' O.C. L
	CAREX DIVULSA *(CAREX TUMULICOLA)*	1 GAL 3' O.C. L
	CEANOTHUS SPECIES	1 GAL 3' O.C. L
	LANTANA MONTEVIDENSIS *(TRAILING LANTANA)*	1 GAL 3' O.C. L
	MUHLENBERGIA RIGENS *(DEER GRASS)*	1 GAL 3' O.C. L
	MYOPORUM PARVIFOLIUM *(MYOPORUM)*	1 GAL 3' O.C. L
	SENECIO SERPENS *(BLUE CHALKSTICKS)*	1 GAL 3' O.C. L

Source: AS|LA Landscape Architecture; GoreeWhitfield, May 26, 2022.

LANDSCAPING SITE PLAN | FIGURE 3.2-3



Source: Commercial Development Resources, May 9, 2022.

STORMWATER CONTROL PLANS | FIGURE 3.2-4

3.2.3.3 *Construction*

Construction of the proposed project is anticipated to last approximately 17 months, with construction beginning in Spring 2023 and ending in summer 2024. Construction activities would occur Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m., consistent with what is allowed under the City's Municipal Code. Construction staging would occur on-site.

Construction activities associated with the proposed project include site clearing and preparation, grading and excavation, trenching and foundation work, building construction, and paving, landscaping, and frontage improvements. The project would excavate 32,070 cubic yards of soil to a depth of 44 feet, of which 665 cubic yards would be used as fill and 31,405 cubic yards would be exported off-site. Assuming 12 cubic yards per load, approximately 2,617 truckloads would be removed from the site. Offsite construction activities for the loading zone improvements for trucks delivering vehicles will consist of preliminary earthwork for road widening including 140 cubic yards of cut and 10 cubic yards of fill, storm drain abandonment and relocation and trenching, and installation of bio-treatment drainage swales.

Utility Improvements

The existing utilities in the project area would serve the proposed project. The project would include new sanitary sewer, storm drain, and water lateral lines which would connect the proposed dealership to existing utility lines in Admiral Court and Commodore Drive. An eight-inch fire water line would also be installed on-site along the north and east sides of the building.

Off-Site Improvements

As described in Section 3.2.3.1, the project proposes to widen a portion of Commodore Drive within the City's right of way (refer to Figure 3.2-2) to allow for a 20 foot wide drive aisle and a 15 foot wide unloading area, where inventory (i.e., sales vehicles) would be unloaded. This improvement would require excavation of 140 cubic yards of soil, of which 10 cubic yards would be used as fill while the remaining would be exported off-site, requiring approximately 11 truckloads. This portion of Commodore Drive is approximately 8,420 square feet, with 1,786 square feet of impervious surface and 6,634 square feet of pervious surface (equivalent to 21 percent impervious and 79 percent pervious). Post-improvement, this portion of Commodore Drive would have 4,976 square feet of impervious surface and 3,444 square feet of pervious surface (equivalent to 59 percent impervious and 41 percent pervious). The project does not propose to remove any of the existing trees on Commodore Drive.

SECTION 4.0 ENVIRONMENTAL SETTING, CHECKLIST, AND IMPACT DISCUSSION

This section presents the discussion of impacts related to the following environmental subjects in their respective subsections:

4.1	Aesthetics	4.12	Mineral Resources
4.2	Agriculture and Forestry Resources	4.13	Noise
4.3	Air Quality	4.14	Population and Housing
4.4	Biological Resources	4.15	Public Services
4.5	Cultural Resources	4.16	Recreation
4.6	Energy	4.17	Transportation
4.7	Geology and Soils	4.18	Tribal Cultural Resources
4.8	Greenhouse Gas Emissions	4.19	Utilities and Service Systems
4.9	Hazards and Hazardous Materials	4.20	Wildfire
4.10	Hydrology and Water Quality	4.21	Mandatory Findings of Significance
4.11	Land Use and Planning		

The discussion for each environmental subject includes the following subsections:

- **Environmental Setting** – This subsection 1) provides a brief overview of relevant plans, policies, and regulations that compose the regulatory framework for the project and 2) describes the existing, physical environmental conditions at the project site and in the surrounding area, as relevant.
- **Impact Discussion** – This subsection 1) includes the checklist questions from Appendix G of the CEQA Guidelines to assess impacts and 2) discusses the project's impact on the environmental subject as related to the checklist questions. For significant impacts, feasible mitigation measures are identified. "Mitigation measures" are measures that will minimize, avoid, or eliminate a significant impact (CEQA Guidelines Section 15370). Each impact is numbered to correspond to the checklist question being answered. For example, Impact BIO-1 answers the first checklist question in the Biological Resources section. Mitigation measures are also numbered to correspond to the impact they address. For example, MM BIO-1.3 refers to the third mitigation measure for the first impact in the Biological Resources section.

4.1 AESTHETICS

4.1.1 Environmental Setting

4.1.1.1 *Regulatory Framework*

State

Streets and Highway Code Sections 260 through 263

The California Scenic Highway Program (Streets and Highway Code, Sections 260 through 263) is managed by the Caltrans. The program is intended to protect and enhance the natural scenic beauty of California highways and adjacent corridors through special conservation treatment.

In San Mateo County, there are three state-designated scenic highways, including California State Route 1 (SR-1) segment between south of Half Moon Bay to the Santa Cruz County line (approximately 11.5 miles southwest of the project site), California State Route 35 (SR-35) segment between State Route 92 (SR-92) intersection to Santa Cruz County Line (approximately 10 miles south of the project site), and Interstate 280 (I-280) segment near the City of San Bruno to Santa Clara County line (approximately 0.7 miles west from the project site). Interstate 280 is the only state-designated scenic highway within the San Bruno city limits.

Regional and Local

County of San Mateo General Plan

The County of San Mateo General Plan states that Crystal Springs Road, El Camino Real (from Easton Drive to Crystal Springs Road), and Sharp Park Road are County-designated scenic roads.[1]

City of San Bruno General Plan

A scenic corridor is defined in the San Bruno General Plan as a "roadway or highway with unique or distinctive physical or cultural features". The General Plan identifies one state-designated scenic corridor, I-280, and one local scenic corridor, Skyline Boulevard (Highway 35), which is also eligible for designation as a State Scenic Highway. San Bruno recognizes Sneath Lane as a local scenic corridor. The City is also a participant in the Grand Boulevard Initiative, which seeks to turn El Camino Real, a county-designated scenic corridor, into a "grand boulevard of meaningful destinations" with high quality building designs.

The City of San Bruno General Plan identifies views of the hills to the north and west as a prominent visual backdrop. Scenic vistas include views of San Bruno Mountain, Sweeney Ridge, and Skyline College.

The City's General Plan contains the following relevant policies:

[1] San Mateo County. *General Plan*. November 1986.

Policies	Description
LUD-E	Ensure that new development, especially in residential neighborhoods, is sensitive to existing uses, and is of the highest quality design and construction.
LUD-3	During Plan review, protect the residential character of established neighborhoods by ensuring that new development conforms to surrounding design and scale.
LUD-4	Strengthen residential integrity in viable neighborhoods within the city's Redevelopment Area by eliminating incompatible uses and by facilitating upgrading of deteriorated structures.
LUD-44	Require multi-use developments along El Camino Real to provide a pedestrian-friendly environment along the street frontage, as follows: • Require a minimum ground floor transparency requirement for all development north of Crystal Springs Road. • Encourage pedestrian-scale architectural articulation (that is, awnings at appropriate heights). • Require that buildings are located adjacent to the sidewalk, and that main entries are oriented toward the sidewalk. • Locate parking lots at the side or rear of parcels. Buffer parking areas from the sidewalk with landscaping. • Minimize curb cuts and parking access from El Camino Real. • Limit front setbacks to create an active street frontage.
LUD-72	Require buildings in Downtown and in Transit-oriented Development district to screen mechanical equipment on the roof with non-glaring materials.
LUD-73	Require buildings with a continuous façade of 100 feet or longer to use non-reflective materials to minimize adverse impact of glare.
T-18	Require right-of-way landscaping to be maintained at an appropriate scale, so as to not reduce visibility at intersections.
T-25	Coordinate with Caltrans, San Mateo County, and adjacent cities in order to maintain a consistent approach in applying scenic conservation standards in roadway design, improvements, and maintenance.
T-26	Continue to limit widening, modification, or realignment of the City's scenic corridors, consistent with Ordinance 1284. Preserve large trees and other natural features, limit signage, maintain wide setbacks, and reduce traffic speeds along these roadways.
T-30	Improve the appearance of the following streets: • El Camino Real: Continue landscaping the median strips and review projects for good design. Coordinate landscaping design with neighboring jurisdictions. • San Mateo Avenue: Continue implementation of the Street Beautification Plan in conjunction with merchants and property owners. • San Bruno Avenue (west of El Camino Real): Retain trees on Bayhill property along San Bruno Avenue, consistent with the City's Tree Preservation policy. • Huntington Avenue/railroad tracks: Continue landscaping along both sides of the railroad tracks.
T-32	Encourage design of public and private development to frame vistas of the Downtown, public buildings, parks, and natural features.

Policies	Description
T-33	Promote and facilitate planting of shade trees along all streets within San Bruno, through public education, developer incentives, and general beautification funds. Tree specifics should be selected to create a unified image and an effective canopy.
T-42	Do not allow parking lots to dominate the frontage of mixed-use streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.
T-76	Require construction of sidewalks at least five (5) feet wide along newly built streets within San Bruno, and four (4) feet wide on older streets to preserve street character in older neighborhoods.
T-77	Create a pedestrian-oriented setting along the Pedestrian Emphasis Zones (see Figure 4-6) through potential construction of the following public improvements: • Brick pavers to make sidewalks look more distinct; • Street trees to soften the environment and provide color and shade; • Human-scale street lights for enhanced aesthetics and illumination; • Banners and flags to make the area look more festive and cheerful; and • Benches to give people a place to sit, rest, and watch what goes on around them.
T-78	Allow new development to contribute to the Pedestrian Emphasis Zones (Figure 4-6) through construction of off-site improvements.
OSR-34	Protect mature trees, as feasible, during new construction and redevelopment. Require identification of all trees over six inches in diameter and approval of landscaping plans during design review.
ERC-2	Preserve as open space those portions of property which have significant value to the public as scenic resources, aesthetic, or recreation purposes.
ERC-9	Preserve mature trees and vegetation, including wildflowers, within open canyon areas and along the city's scenic roadways.
ERC-10	Require incorporation of native plants into landscape plans for new development as feasible – especially in areas adjacent to natural areas, such as canyons or scenic roadways (Figure 6-1). Require preservation of mature trees, as feasible, during design and construction.
PFS-24	Require provision of attractive, convenient recycling bins and trash enclosures in grouped development projects (i.e., multi-family residential projects, office complexes, and commercial shopping centers).
PFS-65	Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following: • Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months; • Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and • Reducing heat-island effect of large concrete roofs and parking surfaces.

San Bruno Municipal Code

Title 12, Land Use, Article III, Zoning of the San Bruno Municipal Code sets forth specific design guidelines, height limits, building density, building design and landscaping standards, architectural features, and open space and setback requirements in addition to those contained within the U.S. Navy Specific Plan and Crossing Design Guidelines.

Ordinance 1284

Adopted in June 1977, this ordinance limits building heights to 50 feet or three stories unless approved by City voters and prohibits increases of residential densities in areas zoned residential as of 1974. This ordinance applies to the subject site.

Ordinance 1645

Part of the U.S. Navy Specific Plan area is governed by Ordinance 1645, an initiative passed by voters in 2011. This was Measure E, and lead to the enactment of Ordinance No. 1645. This Ordinance only modified the allowed building heights on the 20-acre Crossings parcel for hotels, senior housing, apartments, offices, or parking structures. Therefore, Ordinance No. 1284 still governs the proposed auto dealership.

U.S. Navy Specific Plan

The U.S. Navy Specific Plan provides a framework for development of the plan area and environs by setting forth policies and standards for the improvement of streets and open spaces and providing guidelines and development standards for future private development.

4.1.1.2 *Existing Conditions*

The project site consists of an undeveloped parcel with no buildings or rock outcroppings; there are 16 trees present along the southern border of the project site. The project site currently does not generate any light or glare.

As shown in Figure 2.5-3, the area surrounding the project site is highly urbanized, and light and glare in the surrounding area is typical of urbanized areas. Due to distance and intervening topography and development, views of the project site from I-280 (located approximately 4,000 feet to the west), Skyline College (located approximately 2.3 miles west), and Sweeney Ridge (located approximately 2.5 miles west) are totally or heavily obscured, and the site is indistinguishable from surrounding development. The nearest scenic corridor/roadway is Sneath Lane, which is located approximately 1,050 feet to the north; the site is not visible from this or any other scenic route due to intervening development. However, the site is clearly visible from San Bruno Mountain.

4.1.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
1) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
2) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
3) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? [2] If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐
4) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact AES-1: The project would not have a substantial adverse effect on a scenic vista. **(Less than Significant Impact)**

As discussed in Section 4.1.1.2, San Bruno Mountain is the only scenic vista visible from the project site. Due to the orientation of the project site, which is bordered by an elevated portion of I-380 to the south, and the 50-foot height restriction placed on new development by Ordinance 1284, the project would have a minimal effect on public views of San Bruno Mountain. Views from public areas bordering the west, north and east of the project site would be unaffected.

Impact AES-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. **(No Impact)**

As documented in Section 4.1.1.2, the project site is not visible from, nor adjacent to a state scenic highway; therefore, the project would have no impact on scenic resources within a state scenic highway.

[2] Public views are those that are experienced from publicly accessible vantage points.

Impact AES-3:	The project site is in an urbanized area. The project would not conflict with applicable zoning and other regulations governing scenic quality. **(Less than Significant Impact)**

The project is subject to design review for consistency with the General Plan, Specific Plan, and Municipal Code regulations governing scenic quality (refer to Section 4.1.1.1) in order to obtain an Architectural Review Permit (refer to Section 2.9). Additionally, the project is consistent with the 50-foot height restriction placed on new auto dealership development in this location by Ordinance 1284. While the project would amend the General Plan, and U.S. Navy Specific Plan to allow for the redevelopment of the site with an automobile dealership none of these revisions would amend the regulations governing scenic quality provided therein. Accordingly, the project would not be in conflict with regulations governing scenic quality.

Impact AES-4:	The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. **(Less than Significant Impact)**

As discussed in Section 4.1.1.2, light and glare in the surrounding area is typical of urbanized areas. The project site, which is undeveloped, does not currently generate any light or glare.

The project would install eight light poles distributed around the periphery of the building envelope, and interior lights that would contribute to ambient light in the area. Light generated by these fixtures would be directed downward or shielded, and would not spill over into adjacent properties or otherwise be highly visible. Additionally, light fixtures are prohibited by U.S. Navy Specific Plan Policy CD-1.4 from adversely affecting adjacent properties, which would be enforced through the design review process. The project would also be reviewed for consistency with the design guidelines provided in the U.S. Navy Specific Plan, which recommend color temperatures and discourage night lighting in excess of what is required for circulation or could shine into adjacent properties and cause glare.

The exterior of the proposed building features a substantial amount of glass and rooftop mechanical equipment including solar panels and supporting canopy structures, of which can be a source of glare. Glare generated by night lighting would be reduced with adherence to the aforementioned U.S. Navy Specific Plan policies and guidelines. Further, the project would be subject to General Plan Policy LUD-72 which requires projects in transit-oriented districts to screen rooftop mechanical equipment with non-glaring materials, and Policy LUD-73, which requires buildings with a continuous façade of 100 feet or longer to use non-reflective materials. Adherence with the aforementioned policies and regulations would be ensured through the design review process, which would also review the project's photometrics and architecture for potential light and glare issues and condition changes in the project design as needed to reduce light and glare.

For the reasons stated above, the project would not create a significant impact from new sources of substantial light or glare which would adversely affect day or nighttime views in the area.

4.2 AGRICULTURE AND FORESTRY RESOURCES

4.2.1 Environmental Setting

4.2.1.1 *Regulatory Framework*

State

Farmland Mapping and Monitoring Program

The California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP) assesses the location, quality, and quantity of agricultural land and conversion of these lands over time. Agricultural land is rated according to soil quality and irrigation status. The best quality land is called Prime Farmland. In CEQA analyses, the FMMP classifications and published county maps are used, in part, to identify whether agricultural resources that could be affected are present on-site or in the project area.[3]

California Land Conservation Act

The California Land Conservation Act (Williamson Act) enables local governments to enter into contracts with private landowners to restrict parcels of land to agricultural or related open space uses. In return, landowners receive lower property tax assessments. In CEQA analyses, identification of properties that are under a Williamson Act contract is used to also identify sites that may contain agricultural resources or are zoned for agricultural uses.[4]

Fire and Resource Assessment Program

The California Department of Forestry and Fire Protection (CAL FIRE) identifies forest land, timberland, and lands zoned for timberland production that can (or do) support forestry resources.[5] Programs such as CAL FIRE's Fire and Resource Assessment Program and are used to identify whether forest land, timberland, or timberland production areas that could be affected are located on or adjacent to a project site.[6]

4.2.1.2 *Existing Conditions*

The 1.66-acre project site is currently undeveloped, and there are no existing agricultural or forestry resources on or in the vicinity of the site. Historically, the project site was used for cattle grazing before being developed with several buildings associated with the Camp Terry B. Thompson Naval

[3] California Department of Conservation. "Farmland Mapping and Monitoring Program." Accessed July 12, 2022. http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx.
[4] California Department of Conservation. "Williamson Act." Accessed July 12, 2022. http://www.conservation.ca.gov/dlrp/lca.
[5] Forest Land is land that can support 10 percent native tree cover and allows for management of forest resources (California Public Resources Code Section 12220(g)); Timberland is land not owned by the federal government or designated as experimental forest land that is available for, and capable of, growing trees to produce lumber and other products, including Christmas trees (California Public Resources Code Section 4526); and Timberland Production is land used for growing and harvesting timber and compatible uses (Government Code Section 51104(g)).
[6] California Department of Forestry and Fire Protection. "Fire and Resource Assessment Program." Accessed July 12, 2022. http://frap.fire.ca.gov/.

Base in the early 1940s. Since the demolition of these buildings in 1998, the project site has remained undeveloped.

The project site has a Visitor Services General Plan land use designation and a Hotel and Ancillary Uses Specific Plan land use designation. The project site is zoned P-D Planned Development. The *San Mateo County Important Farmlands 2018 Map* designates the project site as "Urban and Built-Up Land", defined as land with at least six structures per 10 acres. Common examples of "Urban and Built-Up Land" are residential, institutional, industrial, commercial, landfill, golf course, airports, and other utility uses.[7] The site is not under a Williamson Act contract.[8]

4.2.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
2) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
3) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	☐	☐	☐	☒
4) Result in a loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
5) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

[7] California Department of Conservation. *San Mateo County Important Farmland 2018*. September 2019.
[8] California Department of Conservation. *Williamson Act Contract Land*. 2017.

Impact AG-1:	The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use. **(No Impact)**

According to the *San Mateo County Important Farmland 2018* map, the project site is designated as *Urban and Built-Up Land*, meaning that the land contains a building density of at least six units per 10-acre parcel or is used for industrial or commercial purposes, golf courses, landfills, airports, or other utilities.[9] Therefore, the project would not convert farmland to a non-agricultural use.

Impact AG-2:	The project would not conflict with existing zoning for agricultural use, or a Williamson Act contract. **(No Impact)**

The project site is not designated as farmland or zoned for agricultural use and is not the subject of a Williamson Act contract. As shown in Figure 2.5-3, the surrounding area is urbanized and not zoned for agricultural use or considered farmland. Accordingly, there is no conflict with existing zoning for agricultural use or a Williamson Act contract.

Impact AG-3:	The project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. **(No Impact)**

"Forest land" is defined as land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. "Timberland" means land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees.

As discussed in Section 4.2.1.2, the project site and surrounding area is not used or zoned for timberland or forest land. Therefore, the project would not impact timberland or forest land.

Impact AG-4:	The project would not result in a loss of forest land or conversion of forest land to non-forest use. **(No Impact)**

As discussed under Impact AG-3, the project site and surrounding area is not used or zoned for timberland or forest land. Since the site is urban and built-up land surrounded by urbanized areas it could not support forest land or timberland. As the site is absent of forestry resources, the proposed development would not result in the loss of forest land or conversion of forest land to non-forest use.

[9] California Department of Conservation, Division of Land Resource Protection. *San Mateo County Important Farmland 2018 Map.* September 2019.

Impact AG-5:	The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use. **(No Impact)**

Both the project site and surrounding area are urbanized with no presence of designated farmland, forest land, or used or zoned for agriculture. As a result, the implementation of the project would not result in the conversion of farmland to non-agricultural use or forest land to non-forest uses.

4.3 AIR QUALITY

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared for the project by Illingworth & Rodkin, Inc. A copy of this report, dated January 2023, is attached to this Initial Study as Appendix B.

4.3.1 Environmental Setting

4.3.1.1 *Background Information*

Criteria Pollutants

Air quality in the Bay Area is assessed related to six common air pollutants (referred to as criteria pollutants), including ground-level ozone (O_3), nitrogen oxides (NO_x), particulate matter (PM), carbon monoxide (CO), sulfur oxides (SO_x), and lead.[10] Criteria pollutants are regulated because they result in health effects. An overview of the sources of criteria pollutants and their associated health are summarized in Table 4.3-1. The most commonly regulated criteria pollutants in the Bay Area are discussed further below.

Table 4.3-1: Health Effects of Air Pollutants

Pollutants	Sources	Primary Effects
Ozone (O_3)	Atmospheric reaction of organic gases with nitrogen oxides in sunlight	• Aggravation of respiratory and cardiovascular diseases • Irritation of eyes • Cardiopulmonary function impairment
Nitrogen Dioxide (NO_2)	Motor vehicle exhaust, high temperature stationary combustion, atmospheric reactions	• Aggravation of respiratory illness • Reduced visibility
Fine Particulate Matter ($PM_{2.5}$) and Coarse Particulate Matter (PM_{10})	Stationary combustion of solid fuels, construction activities, industrial processes, atmospheric chemical reactions	• Reduced lung function, especially in children • Aggravation of respiratory and cardiorespiratory diseases • Increased cough and chest discomfort • Reduced visibility
Toxic Air Contaminants (TACs)	Cars and trucks, especially diesel-fueled; industrial sources, such as chrome platers; dry cleaners and service stations; building materials and products	• Cancer • Chronic eye, lung, or skin irritation • Neurological and reproductive disorders

High O_3 levels are caused by the cumulative emissions of reactive organic gases (ROG) and NO_x. These precursor pollutants react under certain meteorological conditions to form high O_3 levels. Controlling the emissions of these precursor pollutants is the focus of the Bay Area's attempts to

[10] The area has attained both state and federal ambient air quality standards for CO. The project does not include substantial new emissions of sulfur dioxide or lead. These criteria pollutants are not discussed further.

reduce O_3 levels. The highest O_3 levels in the Bay Area occur in the eastern and southern inland valleys that are downwind of air pollutant sources.

PM is a problematic air pollutant of the Bay Area. PM is assessed and measured in terms of respirable particulate matter or particles that have a diameter of 10 micrometers or less (PM_{10}) and fine particulate matter where particles have a diameter of 2.5 micrometers or less ($PM_{2.5}$). Elevated concentrations of PM_{10} and $PM_{2.5}$ are the result of both region-wide emissions and localized emissions.

Toxic Air Contaminants

TACs are a broad class of compounds known to have adverse health effects. They include but are not limited to criteria pollutants. TACs are found in ambient air, especially in urban areas, and are caused by industry, agriculture, diesel fuel combustion, and commercial operations (e.g., dry cleaners). TACs are typically found in low concentrations, even near their source (e.g., diesel particulate matter [DPM] near a freeway).

Diesel exhaust is the predominant TAC in urban air and is estimated to represent about three-quarters of the cancer risk from TACs. Diesel exhaust is a complex mixture of gases, vapors, and fine particles. Medium- and heavy-duty diesel trucks represent the bulk of DPM emissions from California highways. The majority of DPM is small enough to be inhaled into the lungs. Most inhaled particles are subsequently exhaled, but some deposit on the lung surface or are deposited in the deepest regions of the lungs (most susceptible to injury).[11] Chemicals in diesel exhaust, such as benzene and formaldehyde, have been previously identified as TACs by the California Air Resources Board (CARB).

Sensitive Receptors

Some groups of people are more affected by air pollution than others. CARB has identified the following persons who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. These groups are classified as sensitive receptors. Locations that may contain a high concentration of these sensitive population groups include residential areas, hospitals, daycare facilities, elder care facilities, and elementary schools.

4.3.1.2 *Regulatory Framework*

Federal and State

Clean Air Act

At the federal level, the United States Environmental Protection Agency (EPA) is responsible for overseeing implementation of the Clean Air Act and its subsequent amendments. The federal Clean Air Act requires the EPA to set national ambient air quality standards for the six common criteria pollutants (discussed previously), including PM, O_3, CO, SO_x, NO_x, and lead.

[11] California Air Resources Board. "Overview: Diesel Exhaust and Health." Accessed October 24, 2022. https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health.

CARB is the state agency that regulates mobile sources throughout the state and oversees implementation of the state air quality laws and regulations, including the California Clean Air Act. The EPA and the CARB have adopted ambient air quality standards establishing permissible levels of these pollutants to protect public health and the climate. Violations of ambient air quality standards are based on air pollutant monitoring data and are determined for each air pollutant. Attainment status for a pollutant means that a given air district meets the standard set by the EPA and/or CARB.

Risk Reduction Plan

To address the issue of diesel emissions in the state, CARB developed the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles. In addition to requiring more stringent emission standards for new on-road and off-road mobile sources and stationary diesel-fueled engines to reduce particulate matter emissions by 90 percent, the plan involves application of emission control strategies to existing diesel vehicles and equipment to reduce DPM (in addition to other pollutants). Implementation of this plan, in conjunction with stringent federal and CARB-adopted emission limits for diesel fueled vehicles and equipment (including off-road equipment), will significantly reduce emissions of DPM and NO_X.

Regional

2017 Clean Air Plan

The Bay Area Air Quality Management District (BAAQMD) is the agency primarily responsible for assuring that the federal and state ambient air quality standards are maintained in the San Francisco Bay Area. Regional air quality management districts, such as BAAQMD, must prepare air quality plans specifying how state and federal air quality standards will be met. BAAQMD's most recently adopted plan is the Bay Area 2017 Clean Air Plan (2017 CAP). The 2017 CAP focuses on two related BAAQMD goals: protecting public health and protecting the climate. To protect public health, the 2017 CAP describes how BAAQMD will continue its progress toward attaining state and federal air quality standards and eliminating health risk disparities from exposure to air pollution among Bay Area communities. To protect the climate, the 2017 CAP includes control measures designed to reduce emissions of greenhouse gases (GHGs) that are potent climate pollutants in the near term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.[12]

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. Jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing air quality impacts developed by BAAQMD within their CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

[12] BAAQMD. *Final 2017 Clean Air Plan.* April 20, 2017.

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating air quality impacts resulting from planned development within the City, including the following:

Policies	Description
ERC-E	Contribute to regional attainment by improving ambient air quality levels within San Bruno.
ERC-13	Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.
ERC-25	Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.
ERC-26	Require dust abatement actions for all new construction and redevelopment projects.
ERC-33	Require all large construction projects to mitigate diesel exhaust emissions through use of alternate fuels and control devices.
ERC-34	Require that adequate buffer distances be provided between odor sources and sensitive receptors, such as schools, hospitals, and community centers.
PFS-60	Develop and implement a Green Building Design Ordinance and design guidelines for climate- oriented site planning, building design, and landscape design to promote energy efficiency. These standards may include, but are not limited to, the following: • Require the use of Energy Star® appliances and equipment in new residential and commercial development, and new City facilities; • Require all new City facilities and new residential development to incorporate green building methods meeting the equivalent of LEED Certified "Silver" rating or better; and • Require all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating. The Ordinance will allow variances to site or building requirements—building setbacks, lot coverage, and building height—that will enable use of alternative energy sources, such as passive heating and/or cooling.
PFS-61	Require that all new development complies with California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6).
PFS-63	Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following: • Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months; • Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and • Reducing heat-island effect of large concrete roofs and parking surfaces.
PFS-68	Facilitate environmentally sensitive construction practices by:

Policies	Description
	• Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment and building materials; • Promoting use of products that are durable and allow efficient end-of-life disposal (e.g. reusable, recyclable, biodegradable); • Promoting the purchase of locally or regionally available materials; and • Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.

4.3.1.3 *Existing Conditions*

The Bay Area is considered a non-attainment area for ground-level O_3 and $PM_{2.5}$ under both the federal Clean Air Act and state Clean Air Act. The area is also considered nonattainment for PM_{10} under the state act, but not the federal act. The area has attained both state and federal ambient air quality standards for CO. As part of an effort to attain and maintain ambient air quality standards for O_3 and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O_3 precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$, and apply to both construction period and operational period impacts.

The nearest sensitive receptors are located at the multifamily residential development located at 1099 Admiral Court, 40 feet west of the project site opposite Commodore Drive.

4.3.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
2) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
3) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
4) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

4.3.2.1 *Thresholds of Significance*

As part of an effort to attain and maintain ambient air quality standards for O_3 and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O_3 precursor pollutants (ROG and NOX), PM_{10}, and $PM_{2.5}$, and apply to both

construction period and operational period impacts. As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. The City of San Bruno has considered the air quality thresholds updated by BAAQMD in May 2017 and regards these thresholds to be based on the best information available for the San Francisco Bay Area Air Basin and conservative in terms of the assessment of health effects associated with TACs and $PM_{2.5}$. The BAAQMD CEQA Air Quality thresholds used in this analysis are identified in Table 4.3-2 below.

Table 4.3-2: BAAQMD Air Quality Significance Thresholds			
Pollutant	**Construction Thresholds**	**Operation Thresholds**	
	Average Daily Emissions (pounds/day)	**Annual Daily Emissions (pounds/year)**	**Annual Average Emissions (tons/year)**
Criteria Air Pollutants			
ROG, NO_x	54	54	10
PM_{10}	82 (exhaust)	82	15
$PM_{2.5}$	54 (exhaust)	54	10
CO	Not Applicable	9.0 ppm (eight-hour) or 20.0 ppm (one-hour)	
Fugitive Dust	Dust Control Measures/Best Management Practices	Not Applicable	
Health Risks and Hazards for New Sources (within a 1,000-foot Zone of Influence)			
Health Hazard	**Single Source**	**Combined Cumulative Sources**	
Excess Cancer Risk	10 per one million	100 per one million	
Hazard Index	1.0	10.0	
Incremental Annual $PM_{2.5}$	0.3 $\mu g/m^3$	0.8 $\mu g/m^3$ (average)	

Impact AIR-1:	The project would not conflict with or obstruct implementation of the applicable air quality plan. **(Less than Significant Impact)**

2017 Clean Air Plan

The proposed project would not conflict with the 2017 CAP because construction and operational emissions (described further below) would be less than the BAAQMD CEQA Air Quality Guidelines impact thresholds shown in Table 4.3-2 above. Because the project would not exceed the BAAQMD impact thresholds, it would not result in significant impacts due to the generation of operational-related criteria air pollutants and/or precursors. Thus, the project is not required to incorporate project-specific control measures listed in the 2017 CAP. Further, the project would redevelop a vacant urban site with a commercial use that would reduce regional vehicle miles traveled and is therefore considered urban infill, and would be located near transit facilities with regional connections. Implementation of the project would not prevent BAAQMD or partner agencies from continuing progress toward attaining State and federal air quality standards and eliminating health-risk disparities from exposure to air pollution among Bay Area communities, as described within the 2017 CAP. For these reasons, the project would not result in a significant impact related to inconsistency with the 2017 CAP. **(Less than Significant Impact)**

Construction Period Emissions

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from on-site construction activity, construction vehicle trips, and evaporative emissions. The project land use types and size, and anticipated construction schedule were input to CalEEMod. The CARB EMission FACtors 2021 (EMFAC2021) model was used to predict emissions from construction traffic, which includes worker travel, vendor trucks, and haul trucks. Construction emissions were modeled based on equipment list and schedule information provided by the applicant. CalEEMod defaults for the associated land use and size were used where project-specific information was unavailable. Details about the equipment list, construction schedule, modeling, data inputs, and assumptions are included in Appendix B. Table 4.3-3 summarizes the unmitigated annualized average daily construction emissions of ROG, NOX, PM10 exhaust, and PM2.5 exhaust during construction of the project.

Table 4.3-3: Construction Period Emissions				
Year	**ROG**	**NOx**	**PM_{10} Exhaust**	**$PM_{2.5}$ Exhaust**
Annualized Daily Construction Emissions (pounds/day)[1]				
2023	0.51	6.83	0.33	0.22
2024	3.46	5.90	0.26	0.16
BAAQMD Thresholds	*54 lbs./day*	*54 lbs./day*	*82 lbs./day*	*54 lbs./day*
Exceed Threshold?	No	No	No	No
Source: Illingworth & Rodkin, Inc. *Crossings Sites Genesis & Hyundai Dealership & Service Center Air Quality Assessment*. January 2023.				

As shown in Table 4.3-3, the unmitigated average daily emissions of ROG, NOx, PM_{10}, or $PM_{2.5}$ generated by project construction would not exceed BAAQMD thresholds. Accordingly, the project's construction period emissions would have a less than significant impact. **(Less than Significant Impact)**

Operational Period Emissions

Operational air emissions from the project would be generated primarily from autos driven by future customers and employees and trucks delivering vehicles to the site. Evaporative ROG emissions from architectural coatings, consumer cleaning products, and vehicle maintenance operations would be additional sources of emissions from operation of the automobile dealership. This analysis assumed that the project would be fully built out and operating in the year 2025.

Annual emissions were predicted using CalEEMod, and daily emissions were estimated based on 365 days of operation. The modeling assumptions, data inputs, and results are described further in Appendix B of this Initial Study. Table 4.3-4 below shows the net average daily operational emissions of ROG, NOX, total PM_{10}, and total $PM_{2.5}$ during operation of the project in comparison with the BAAQMD thresholds of significance identified in Table 4.3-2.

Table 4.3-4: Operational Period Emissions				
Scenario	**ROG**	**NOx**	**PM_{10}**	**$PM_{2.5}$**
Project Annual Emissions (2025)	0.77	0.33	0.69	0.18
BAAQMD Thresholds (tons/year)	*10 tons*	*10 tons*	*15 tons*	*10 tons*
Exceed Threshold?	No	No	No	No
Project Average Daily Emissions (pounds/day)	4.22	1.79	3.79	0.96
BAAQMD Thresholds (pounds/day)	*54 lbs.*	*54 lbs.*	*82 lbs.*	*54 lbs.*
Exceed Threshold?	No	No	No	No
Source: Illingworth & Rodkin, Inc. *Crossings Sites Genesis & Hyundai Dealership & Service Center Air Quality Assessment*. January 2023.				

As shown in Table 4.3-4, the project's operational emissions would not exceed BAAQMD significance thresholds. **(Less than Significant Impact)**

Impact AIR-2:	The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. **(Less than Significant Impact)**

As stated in the BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size to, by itself, result in nonattainment of ambient air quality standards. If a project exceeds the identified significance thresholds, its emissions would be cumulatively considerable, resulting in significant adverse air quality impacts to the region's existing air quality conditions.

As described in Section 4.3.1.3, the Bay Area is considered a non-attainment area for ground-level O^3 and $PM_{2.5}$ under both the Federal Clean Air Act and the California Clean Air Act. The area is also considered non-attainment for PM_{10} under the California Clean Air Act, but not the federal act. The area has attained both State and federal ambient air quality standards for carbon monoxide. As part of an effort to attain and maintain ambient air quality standards for ozone and PM_{10}, BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for O^3 precursor pollutants (ROG and NO_X), PM_{10}, and $PM_{2.5}$ and apply to both construction period and operational period impacts. As described under Impact AIR-1, the project would not result in an exceedance of BAAQMD thresholds for these air pollutants during construction or operation.

Impact AIR-3:	The project would not expose sensitive receptors to substantial pollutant concentrations**. (Less than Significant Impact with Mitigation Incorporated)**

Community Health Risk Assessment

Project impacts related to increased community risk can occur either by introducing a new source of TACs with the potential to adversely affect existing sensitive receptors in the project vicinity or by significantly exacerbating existing cumulative TAC impacts. The project would introduce new sources of TACs during construction (i.e., on-site construction and truck hauling emissions) and operation (i.e., mobile sources).

Project impacts to existing sensitive receptors were addressed for temporary construction activities and long-term operational conditions, as discussed below. There are also several sources of existing TACs and localized air pollutants in the vicinity of the project. The impact of the existing sources of TACs were also assessed in terms of the cumulative risk which includes the project's contribution.

Community risk impacts were addressed by predicting increased cancer risk, the increase in annual PM2.5 concentrations and computing the Hazard Index (HI) for non-cancer health risks. The risk impacts from the project are the combination of risks from construction and operation sources. These sources include on-site construction activity, construction truck hauling, and increased traffic from the project. To evaluate the increased cancer risks from the project, a 30-year exposure period is typically used (per BAAQMD guidance), with the nearby residential sensitive receptors being exposed to both project construction and operation emissions during this timeframe.

The project's increased cancer risk is computed by summing the project construction cancer risk and operation cancer risk contributions. Unlike the increased maximum cancer risk, the annual $PM_{2.5}$ concentration and HI values are not additive but based on the annual maximum values for the entirety of the project. The project's maximally exposed individual resident (MEI) is identified as the sensitive receptor that is most impacted by the project's construction and operation. Other sensitive receptors would be exposed to a lower health risk than identified for the MEI. Additional explanation of the methodology for computing community risk impacts is provided in Appendix B.

Community Health Risk from Project Construction

The maximum cancer risk, annual $PM_{2.5}$ concentration, and HI exposure as a result of the project would occur at the second floor of the multifamily residential development located at 1099 Admiral Court, 40 feet west of the project site opposite Commodore Drive. Figure 4.3-1 shows the location of the MEI relative to the project site and unloading area.

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Although construction exhaust air pollutant emissions would not contribute substantially to existing or projected air quality violations (see Impact AQ-1), construction exhaust emissions may still pose health risks for sensitive receptors such as surrounding residents. Diesel exhaust particulate matter (DPM) poses both a potential health and nuisance impact to nearby receptors. The primary community risk impact issues associated with construction emissions are cancer risk and exposure to $PM_{2.5}$. A quantitative health risk assessment of the project construction

activities was conducted to evaluate the potential health effects to nearby sensitive receptors from construction emissions of DPM and $PM_{2.5}$, pursuant to the BAAQMD CEQA Air Quality Guidelines using CalEEMod and the U.S. EPA AERMOD dispersion model. Details about the community health risk modeling, data inputs, and assumptions are included in Appendix B. Table 4.3-5 below summarizes maximum cancer risks, $PM_{2.5}$ concentrations, and HI from project construction activities at the off-site residential MEI.

Source: Illingworth & Rodkin, Inc., January 24, 2023.

LOCATION OF OFFSITE MEI | FIGURE 4.3-1

Table 4.3-5: Construction Health Risk at Off-Site MEI				
Source		**Cancer Risk (per million)**	**Annual $PM_{2.5}$ ($\mu g/m^3$)**	**Hazard Index**
Project Construction[1]	Unmitigated	**33.33 (infant)**	0.13	0.02
	Mitigated	8.33 (infant)	0.04	0.01
BAAQMD Single-Source Threshold		*10.0*	*0.3*	*1.0*
Exceed Threshold?[2]	**Unmitigated**	**Yes**	No	No
	Mitigated	No	No	No

Source: Illingworth & Rodkin, Inc. *Crossings Sites Genesis & Hyundai Dealership & Service Center Air Quality Assessment*. January 2023.

Notes:

[1] Post-modeling of community health risk of project construction, the project description was updated to include the widening of Commodore Drive, as discussed in Sections 2.7 and 3.2.3.3 of this Initial Study. The widening of Commodore Drive would not change the identified MEI, and the approximate increase in emissions (seven percent) would not materially change DPM or $PM_{2.5}$ concentrations at the MEI due to the distance between the unloading area, the building envelope, and dispersion patterns. Further, even assuming full exposure of the MEI to DPM and $PM_{2.5}$ generated by the widening of Commodore Drive (equivalent to a cancer risk of 35.7 cases per million) would not result in health risks in excess of BAAQMD single source thresholds with implementation of MM AIR-3.1 (equivalent to 8.91 cases per million with a 75 percent reduction in emissions).

[2] Risks in excess of BAAQMD thresholds identified in **bold**.

As shown in Table 4.3-5, the project's unmitigated cancer risk would exceed BAAQMD's single-source threshold of 10 cancer cases per million.

Mitigation Measures:

MM AIR-3.1: The project shall develop a plan demonstrating that the off-road equipment used onsite to construct the project would achieve a fleet-wide average 75-percent reduction in DPM exhaust emissions or greater. The plan shall be submitted to the Community and Economic Development Director, or the director's designee, prior to issuance of grading and building permits. One feasible plan to achieve this reduction would include the following:

- All diesel-powered off-road equipment, larger than 25 horsepower, operating on the site for more than two days continuously shall, at a minimum, meet U.S. EPA particulate matter emissions standards for Tier 4 engines or equivalent if feasible, otherwise:
    - If use of Tier 4 equipment is not available, alternatively use equipment that meets U.S. EPA emission standards for Tier 3 engines with particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve a 75 percent reduction in particulate

matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination).

- Use of electrical or non-diesel fueled equipment.

- Alternatively, the applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 75 percent or greater. Elements of the plan could include a combination of some of the following measures:
    - Implementation of No. 1 above to use Tier 4 or alternatively fueled equipment,
    - Installation of electric power lines during early construction phases to avoid use of diesel generators and compressors,
    - Use of electrically powered equipment,
    - Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered,
    - Change in construction build-out plans to lengthen phases, and
    - Implementation of different building techniques that result in less diesel equipment usage.

Implementation of MM AIR-3.1 would require all construction equipment to utilize Tier 4 diesel engines or better, which would reduce emissions by 75 percent. As shown in Table 4.3-5, this would reduce the project's cancer risk from 33.33 to 8.33 cancer cases per million, which would be below the BAAQMD threshold of 10 cancer cases per million. Accordingly, community health risks due to project construction would be less than significant with mitigation incorporated. **(Less than Significant Impact with Mitigation Incorporated)**

Community Health Risk from Project Operation

Per BAAQMD, roadways with less than 10,000 total vehicles per day are considered a low-impact source of TACs. Based on the project's trip generation estimates, the project would result in a net increase 1,204 new daily trips that would be dispersed on the roadway system, with a majority of the trips being from light-duty vehicles (i.e., passenger automobiles), which is less than the 10,000 daily vehicles needed to be considered a significant source of TACs. Further, diesel powered vehicles are the primary concern with local traffic-generated TAC impacts, and only a small portion of project-generated trips would be heavy-duty diesel truck traffic. The project does not propose any stationary equipment that could emit substantial TACs (e.g., emergency generators or fire pumps) as part of this project. Therefore, emissions associated with operation of the project would not expose sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact)**

Cumulative Community Health Risk from All TAC Sources

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within one-quarter mile of the project site. These sources include

busy surface streets (i.e., roadways that exceed 10,000 vehicles per day) and existing stationary sources identified by BAAQMD.

Modeling was completed to calculate the community health risk from the cumulative sources at the project MEI. Refer to Appendix B for details about the cumulative health risk modeling, including model inputs and assumptions. Table 4.3-6 reports the cumulative community risk impacts from project construction and operation and other cumulative sources at the MEI.

Table 4.3-6: Cumulative Community Risk Impacts at Off-Site MEI

Source		Cancer Risk (per million)	Annual $PM_{2.5}$ ($\mu g/m^3$)	Hazard Index
Total Project Impact (Years 0-30)[1]	Unmitigated	33.33 (infant)	0.13	0.02
	Mitigated	8.33 (infant)	0.04	0.01
I-380 (mainline and ramps)		4.40	0.17	<0.01
El Camino Real		0.62	0.05	<0.01
JC Penny Company Store (Facility ID #16395, Generator)		<0.01	<0.01	<0.01
The Shops at Tanforan (Facility ID #18040, Generator)		0.50	<0.01	<0.01
Avalon San Bruno (Facility ID #18234, Generator)		0.01	<0.01	<0.01
Tanforan Shell (Facility ID #109025_1, Gas Dispensing Facility)		0.63	NA	0.02
Walmart eCommerce (Facility ID #22875, Generator)		0.29	<0.01	<0.01
Cumulative Total	Unmitigated	39.79	<0.39	<0.10
	Mitigated	14.79	<0.30	<0.09
BAAQMD Cumulative Thresholds		*100*	*0.8*	*10.0*
Exceed Threshold?	**Unmitigated**	No	No	No
	Mitigated	No	No	No

Source: Illingworth & Rodkin, Inc. *Crossings Sites Genesis & Hyundai Dealership & Service Center Air Quality Assessment*. January 2023.

Notes:

[1] Post-modeling of community health risk of project construction, the project description was updated to include the widening of Commodore Drive, as discussed in Sections 2.7 and 3.2.3.3 of this Initial Study. The widening of Commodore Drive would not change the identified MEI, and the approximate increase in emissions (seven percent) would not materially change DPM or $PM_{2.5}$ concentrations at the MEI. Further, even assuming full exposure of the MEI to DPM and $PM_{2.5}$ generated by the widening of Commodore Drive (equivalent to a cumulative cancer risk of 42.16 cases per million unmitigated or 17.16 cases mitigated) would not result in health risks in excess of BAAQMD cumulative source thresholds.

As shown in Table 4.3-6, the project's unmitigated and mitigated cumulative cancer risks, annual PM2.5 concentrations, and Hazard Index values would not exceed BAAQMD's cumulative-source thresholds; therefore, the project would not contribute to a cumulatively significant exposure of sensitive receptors to substantial pollutant concentrations. **(Less than Significant Impact)**

Fugitive Dust

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if best management practices are implemented to reduce these emissions. In accordance with General Plan Policy ERC-26, the City requires all projects to implement the dust control measures identified in BAAQMD's CEQA Air Quality Guidelines as a standard permitting condition.

Standard Permit Condition:

The project shall incorporate the measures below to control and reduce construction dust:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. Newly disturbed soil surfaces shall be watered down regularly by a water-trucks or by other approved method maintained on site during all grading operations.
- All aggregate materials transported to and from the site shall be covered in accordance with Section 23114 of the California Vehicle Code during transit to and from the site. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. Wash down of dirt and debris into storm drain systems will not be allowed.
- Construction grading activity shall be discontinued in wind conditions that in the opinion of the Public Works Construction Inspector cause excessive neighborhood dust problems.
- All construction vehicles should be properly maintained and equipped with exhaust mufflers that meet State standards.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Construction activities shall be scheduled so that paving and foundation placement begin immediately upon completion of grading operation.
- Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

Consistent with the BAAQMD CEQA Air Quality Guidelines, adherence with the standard permitting condition identified above would ensure that fugitive dust generated during project construction has a less than significant impact. **(Less than Significant Impact)**

Health Effects from Criteria Pollutants

In a 2018 decision (*Sierra Club v. County of Fresno*), the state Supreme Court determined CEQA requires that when a project's criteria air pollutant emissions would exceed applicable thresholds and contribute a cumulatively considerable contribution to a significant cumulative regional criteria pollutant impact, the potential for the project's emissions to affect human health in the air basin must be disclosed. State and federal ambient air quality standards are health-based standards, and exceedances of those standards result in continued unhealthy levels of air pollutants. As stated in the 2017 BAAQMD CEQA Air Quality Guidelines, air pollution by its nature is largely a cumulative impact. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. In developing thresholds of significance for air pollutants, BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively considerable. If a project has a less than significant impact for criteria pollutants, it is assumed to have no adverse health effect. As noted under Impact AIR-1, the project's construction and operational period criteria air pollutant emissions would be below BAAQMD thresholds, and therefore project-generated criteria air pollutants would have a less than significant impact on human health. **(Less than Significant Impact)**

Impact AIR-4:	The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. **(Less than Significant Impact)**

According to the BAAQMD CEQA Guidelines, an odor source with five or more confirmed complaints per year averaged over three years is considered to have a significant impact. BAAQMD has identified a variety of land uses that produce emissions that may lead to odors and generate complaints including, but are not limited to, wastewater treatment plants, landfills, composting operations, and food manufacturing facilities.

Automobile dealerships do not typically generate objectionable odors, nor do they fall under any of the land uses identified by BAAQMD to cause objectionable odors. Localized odors, mainly resulting from diesel exhaust and construction equipment on-site, would be created during the construction phase of the project. These odors would be temporary and not likely to be noticed beyond the project site's boundaries. Odors associated with the application of paints and coatings may also be noticeable on occasion by adjacent receptors. Painting and coating of the project would occur during daytime hours only, would be localized, and would be generally confined to the project site. These odors would also be temporary. Operation and maintenance of the project would require the use of cleaning supplies, maintenance chemicals, herbicides and pesticides for landscape maintenance, and automotive-related chemicals. Any odors generated by the use of these materials would be both temporary and highly localized.

4.4 BIOLOGICAL RESOURCES

4.4.1 Environmental Setting

4.4.1.1 *Regulatory Framework*

Federal and State

Endangered Species Act

Individual plant and animal species listed as rare, threatened, or endangered under state and federal Endangered Species Acts are considered special-status species. Federal and state endangered species legislation has provided the United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW) with a mechanism for conserving and protecting plant and animal species of limited distribution and/or low or declining populations. Permits may be required from both the USFWS and CDFW if activities associated with a proposed project would result in the take of a species listed as threatened or endangered. To "take" a listed species, as defined by the State of California Fish and Game Code Section 86, is "to hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" these species. "Take" is more broadly defined by the federal Endangered Species Act (16 United States Code (USC) 1532) to include harm of a listed species.

In addition to species listed under state and federal Endangered Species Acts, Sections 15380(b) and (c) of the CEQA Guidelines provide that all potential rare or sensitive species, or habitats capable of supporting rare species, must be considered as part of the environmental review process. These may include plant species listed by the California Native Plant Society and CDFW-listed Species of Special Concern.

Migratory Bird Treaty Act

The federal Migratory Bird Treaty Act (MBTA) prohibits killing, capture, possession, or trade of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior. Hunting and poaching are also prohibited. This includes direct and indirect acts, except for harassment and habitat modification, which are not included unless they result in direct loss of birds, nests, or eggs. The CDFW also protects migratory and nesting birds under California Fish and Game Code Sections 3503, 3503.5, and 3800. The CDFW defines taking as causing abandonment and/or loss of reproductive efforts through disturbance.

Sensitive Habitat Regulations

Wetland and riparian habitats are considered sensitive habitats under CEQA. They are also afforded protection under applicable federal, state, and local regulations, and are generally subject to regulation by the United States Army Corps of Engineers (USACE), Regional Water Quality Control Board (RWQCB), CDFW, and/or the USFWS under provisions of the federal Clean Water Act (e.g., Sections 303, 304, 404) and State of California Porter-Cologne Water Quality Control Act.

California Fish and Game Code

Streambeds and banks, as well as associated riparian habitat, are regulated by the CDFW per Section 1602 of the Fish and Game Code. Work within the bed or banks of a stream or the adjacent riparian

habitat requires a Streambed Alteration Agreement from the CDFW. Sections 3503, 3503.5, and 3513 protect native birds and raptor nests when in active use.

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating biological impacts resulting from planned development within the City, including the following:

Policies	Description
OSR-34	Protect mature trees, as feasible, during new construction and redevelopment. Require identification of all trees over six inches in diameter and approval of landscaping plans during design review.
OSR-38	Require open space easements or deed restrictions on undevelopable property. Through the plan review process, require recordation of open space easement, deed restriction, dedication or other legal means of permanently restricting development of open space lands.
ERC-A	Preserve open space essential for the conservation of San Bruno's natural resources – including vegetation, wildlife, soils, water, and air.
ERC-B	Protect the natural environment, including wildlife, from destruction during new construction or redevelopment within San Bruno.
ERC-C	Recognize areas of overlapping jurisdiction with respect to open space and environmental resources, and coordinate the City's actions with efforts of surrounding cities, agencies, and San Mateo County.
ERC-2	Preserve as open space those portions of property which have significant value to the public as scenic resources, aesthetic, or recreation purposes.
ERC-10	Require incorporation of native plants into landscape plans for new development as feasible – especially in areas adjacent to natural areas, such as canyons or scenic roadways (Figure 6-1). Require preservation of mature trees, as feasible, during design and construction.
ERC-11	Prohibit the use of any new non-native invasive plant species in any landscaped or natural area. Develop a program for abatement of non-native invasive species in open space or habitat areas.
ERC-12	Balance the need for fire safety and invasive plant species management with new considerations along the city's scenic corridors. Encourage buildings to be located outside of the tree's drip-line or 12 feet from the tree trunk, whichever is greater, and/or incorporating special techniques to minimize root damage, etc.
ERC-13	Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.
PFS-34	Identify and remove mature and/or diseased Eucalyptus trees in rights-of-way and other open areas, if they pose a fire hazard or other threat to health and safety.

City of San Bruno Municipal Code

Chapter 8.24 of the City of San Bruno Municipal Code, "Street Trees and Other Plantings", regulates the planting and maintenance of trees and other plantings in and along the public streets, ways, and

public easements within the city. Chapter 8.25, "Heritage Trees", protects certain trees located on private property within the City of San Bruno, including:

- Any native bay (Umbellularia californica), buckeye (Aesculus species), oak (Quercus species), redwood (Sequoia sempervirens), or pine (Pinus radiata) tree that has a diameter of six inches or more measured at 54 inches above natural grade;
- Any tree or stand of trees designated by resolution of the city council to be of special historical value or of significant community benefit;
- A stand of trees, the nature of which makes each dependent on the others for survival; or
- Any other tree with a trunk diameter of ten inches or more, measured at 54 inches above natural grade.

4.4.1.2 *Existing Conditions*

Although urbanization has removed much of the city's original vegetation, San Bruno includes several distinct vegetative communities, including coyote brush scrub, freshwater wetland, willow riparian, mixed-oak woodland, eucalyptus woodland, mixed pine-oak-eucalyptus woodland, and non-native grassland. Pursuant to Figure 6-1 of the General Plan, the project site is designated as urban/highly disturbed land cover, and is not located in or near any vegetative communities or special species habitat.[13] Urban/highly disturbed areas have been significantly altered and/or modified by human activity, and are typically residential, commercial, and industrial developments, roadways and roadcuts, quarry pits, buildings, and areas devoid of natural vegetation due to the spraying of herbicides or other direct human intervention.[14] As shown in Table 4.4-1, there are six mature trees on-site, including five heritage trees. Figure 4.4-1 shows the location and status of the trees identified in Table 4.4-1.

Table 4.4-1: Tree Assessment Summary

Tree Number[1]	Trunk Diameter (Inches)[2]	Type	Condition
1	9 inches	Canary Island Pine	Fair
2	10 inches	Canary Island Pine	Fair
3	12 inches	Canary Island Pine	Fair
4	22 inches	Canary Island Pine	Fair
5	18 inches	Canary Island Pine	Fair
6	46 inches	Eucalyptus	Fair

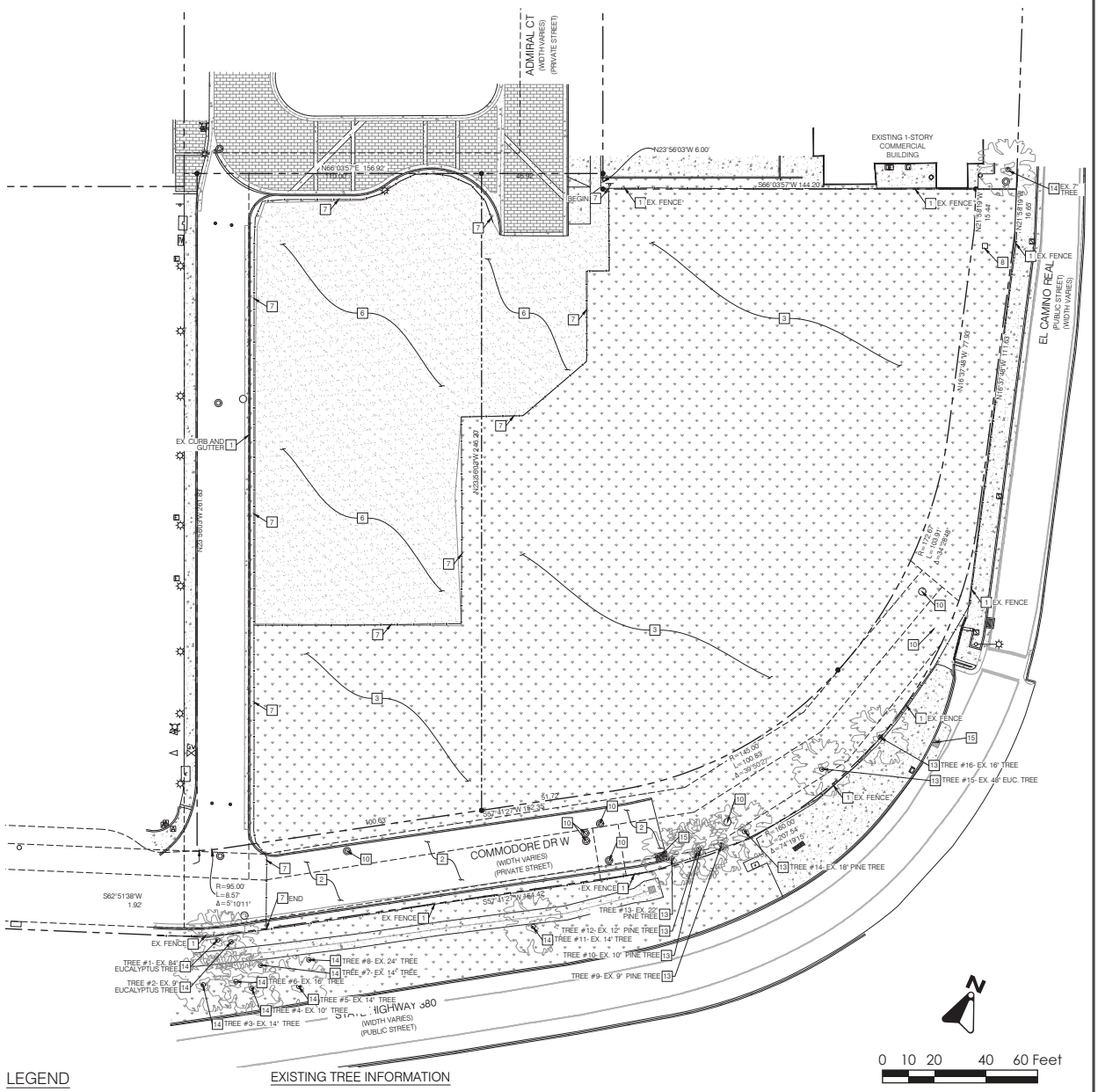
Notes:

[1] Heritage trees identified in **bold** text.

[2] As measured at 54 inches above grade

[13] City of San Bruno. *San Bruno General Plan*. Figure 6-1

[14] City of San Bruno. *San Bruno General Plan Draft EIR*. December 2008.



LEGEND

- EXISTING GRAVEL
- PROPERTY LINE
- CENTERLINE
- EASEMENT
- LIMITS OF GRADING

DEMO NOTES:

1. PROTECT IN PLACE ITEM NOTED
2. REMOVE EXISTING ASPHALT
3. REMOVE EXISTING LANDSCAPING
4. REMOVE EXISTING CONCRETE CURB
5. REMOVE EXISTING CONCRETE CURB AND GUTTER
6. REMOVE EXISTING GRAVEL
7. REMOVE EXISTING FENCE
8. REMOVE EXISTING INLET
9. REMOVE EXISTING CONCRETE
10. ADJUST TO GRADE EXISTING MANHOLE LIDS
11. REMOVE EXISTING PAVERS
12. REMOVE EXISTING LIGHT
13. REMOVE EXISTING TREE
14. PROTECT EXISTING TREE
15. PROTECT EXISTING STORM DRAIN

EXISTING TREE INFORMATION

	SIZE	TYPE	CONDITION	PROTECT IN PLACE	HERITAGE STATUS (PERMIT REQUIRED FOR REMOVAL)
TREE #1	84"	EUCALYPTUS	FAIR	YES	N/A
TREE #2	9"	EUCALYPTUS	FAIR	YES	N/A
TREE #3	14"	UNKNOWN/SCRUB	FAIR	YES	N/A
TREE #4	10"	UNKNOWN/SCRUB	FAIR	YES	N/A
TREE #5	14"	UNKNOWN/SCRUB	FAIR	YES	N/A
TREE #6	16"	UNKNOWN/SCRUB	FAIR	YES	N/A
TREE #7	14"	UNKNOWN/SCRUB	FAIR	YES	N/A
TREE #8	24"	UNKNOWN/SCRUB	FAIR	YES	N/A
TREE #9	9"	PINE SPECIES	FAIR	NO- REMOVE	NO
TREE #10	10"	PINE SPECIES	FAIR	NO-REMOVE	NO
TREE #11	14"	UNKNOWN/SCRUB	FAIR	YES	NO
TREE #12	12"	PINE SPECIES	FAIR	NO-REMOVE	NO
TREE #13	22"	PINE SPECIES	FAIR	NO-REMOVE	NO
TREE #14	18"	PINE SPECIES	FAIR	NO-REMOVE	NO
TREE #15	48"	EUCALYPTUS	FAIR	NO-REMOVE	NO
TREE #16	16"	UNKNOWN/SCRUB	FAIR	NO-REMOVE	NO

Source:

LOCATION OF EXISTING TREES | FIGURE 4.4-1

4.4.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or United States Fish and Wildlife Service (USFWS)?	☐	☒	☐	☐
2) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the CDFW or USFWS?	☐	☐	☐	☒
3) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
4) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
5) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
6) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Impact BIO-1: The project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the CDFW or USFWS. **(Less than Significant Impact with Mitigation Incorporated)**

The project site is vacant and located in an urban area. Due to the developed nature of the site, its location in an urbanized area, and lack of sensitive habitats on-site, no special status species are expected to occur on the project site.

The trees on the project site could still provide nesting habitat for birds, including migratory birds and raptors. Nesting birds are among the species protected under provisions of the Migratory Bird Treaty Act and California Fish and Game Code Sections 3503, 3503.5, and 2800. Construction disturbance during the nesting season could result in the loss of fertile eggs, nesting raptors, or nest abandonment and would constitute a significant impact. Any loss of fertile bird eggs, or individual nesting eggs, or any activities resulting in nest abandonment during construction would constitute a significant impact.

Mitigation Measures: Implementation of the following mitigation measures would ensure that potential impacts to nesting birds, raptors, and other migratory birds are less than significant.

MM BIO-1.1: To the extent feasible, initial grading and vegetation removal activities (or at least the commencement of such activities) should be scheduled to occur during the non-nesting season (September 1 to January 31). If construction activities are scheduled to take place outside of the nesting season, all impacts on nesting birds protected under the MBTA and CDFW will be avoided. No tree or vegetation removal will occur, or grading or building permits issued shall allow construction activity during the nesting period (February 1 to August 31) without adhering to MM BIO-1.2.

MM BIO-1.2: If it is not possible to schedule construction activities between September 1 and January 31, then pre-construction surveys shall be conducted by a qualified ornithologist to ensure that no nests will be disturbed during project implementation. These surveys shall be conducted no more than seven days prior to the initiation of construction activities. During this survey, the ornithologist shall inspect all trees and other potential nesting habitats within 250 feet of the limits of construction activities. If an active nest is found sufficiently close to work areas to be disturbed by these activities, the ornithologist shall determine the extent of a construction-free buffer zone (typically 250 feet for raptors and 50 feet for other species), to ensure that nests of species protected by the MBTA and CDFW shall not be disturbed during project implementation. The results of the pre-construction surveys and proposed buffer zones shall be submitted to the Community and Economic Development Director, or the director's designee, prior to vegetation removal and issuance of grading permits. These buffers may be increased or decreased, as appropriate, depending on the bird species and the level of disturbance anticipated near the nest with the permission of the ornithologist.

Implementation of MM BIO-1.1 would ensure that construction of the project takes place outside of the nesting season, thus avoiding any incidental loss of fertile eggs or nestlings, or nest abandonment. Alternatively, if construction activities cannot be scheduled between September 1 and January 31, the implementation of MM BIO-1.2 would identify and protect all active nests within the project's area of effect from being disturbed during construction. For these reasons, the project with the implementation of mitigation measures MM BIO-1.1 through MM BIO-1.3 would not result in significant impacts to nesting birds.

Impact BIO-2:	The project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the CDFW or USFWS**. (No Impact)**

As documented under Section 4.4.1.1, the project site and surrounding area is urbanized, and there are no adjacent riparian habitats or other sensitive natural communities. Therefore, since project construction and operation are limited to developed urbanized areas, the project would not have a substantial adverse effect on any riparian habitat or natural communities.

Impact BIO-3:	The project would not have a substantial adverse effect on state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. **(No Impact)**

The project site and surrounding area are urbanized and devoid of any wetlands, marshes, or vernal pools. The project would not impact any state or federally protected wetlands under the Clean Water Act.

Impact BIO-4:	The project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. **(Less than Significant Impact)**

Migratory movements of species typically occur via waterways and surrounding riparian habitat, or through contiguous parcels of undeveloped open space. As documented in Section 4.4.1.2 Existing Conditions, the project site and surrounding area is urbanized, and the nearest waterway is Colma Creek, which is located 1.2 miles to the north and is segregated from the project site by intervening development. Nesting birds and migratory raptors would be protected by the mitigation measures identified under Impact BIO-1. Since project construction and operation would be confined to the project site, the project would not interfere with the movement of any species or impede the use of any native wildlife nursery sites.

Impact BIO-5:	The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. **(Less than Significant Impact)**

The project would remove six trees, including five heritage trees. Prior to removal of the protected trees, the project would be required to obtain Heritage Tree and Street Tree removal permits as required by the City's Municipal Code. The project would also be required to conform with the replacement requirements outlined in San Bruno Municipal Code sections 8.24.090 and 8.25.050, which would require the project to plant ten 24-inch box trees or five 36-inch box trees, or submit payment of equal value to the cost of the purchase and installation of the replacement tree(s) be made to the city tree planting fund.15 Additionally, adherence to General Plan Policy OSR-34, which

[15] Street trees and heritage trees are required to be replace by either two twenty-four-inch box size trees or one thirty-six-inch box size tree for each tree removed.

requires protection of mature trees during new construction and redevelopment, would ensure that trees intended to remain on a site or adjacent to a site, would be protected from construction activity. Therefore the project would conform with San Bruno policies and ordinances protecting biological resources, and as such conflicts with local regulations would be less than significant.

Impact BIO-6:	The project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. **(No Impact)**

The San Bruno Mountain HCP is the closest habitat under a conservation plan. Since the project site is approximately 2.5 miles south from the boundary of the San Bruno Mountain HCP, it is not subject to the provisions of the HCP and therefore there are no possible conflicts.

4.5 CULTURAL RESOURCES

The following discussion is based, in part, on an Archaeological Resources Assessment prepared for the project by PaleoWest, LLC. A copy of this report, dated June 2021, is on file with the City of San Bruno's Community and Economic Development Department.

4.5.1 Environmental Setting

4.5.1.1 *Regulatory Framework*

Federal and State

Senate Bill 18

The intent of SB 18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
    - Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
    - Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

California Native American Historical, Cultural, and Sacred Sites Act

The California Native American Historical, Cultural, and Sacred Sites Act applies to both state and private lands. The act requires that upon discovery of human remains, construction or excavation activity must cease and the county coroner be notified.

Public Resources Code Sections 5097 and 5097.98

Section 15064.5 of the CEQA Guidelines specifies procedures to be used in the event of an unexpected discovery of Native American human remains on non-federal land. These procedures are outlined in Public Resources Code Sections 5097 and 5097.98. These codes protect such remains from disturbance, vandalism, and inadvertent destruction, establish procedures to be implemented if Native American skeletal remains are discovered during construction of a project, and establish the Native American Heritage Commission (NAHC) as the authority to resolve disputes regarding disposition of such remains.

Pursuant to Public Resources Code Section 5097.98, in the event of human remains discovery, no further disturbance is allowed until the county coroner has made the necessary findings regarding the origin and disposition of the remains. If the remains are of a Native American, the county coroner must notify the NAHC. The NAHC then notifies those persons most likely to be related to the Native American remains. The code section also stipulates the procedures that the descendants may follow for treating or disposing of the remains and associated grave goods.

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating cultural impacts resulting from planned development within the City, including the following:

Policies	Description
ERC-F	Preserve and enhance historic and cultural resources within the city, particularly within the historic Downtown area.
ERC-39	Continue to protect archaeological sites and resources from damage. Require that areas found to contain significant indigenous artifacts be examined by a qualified archaeologist for recommendations concerning protection and preservation.
ERC-44	If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, retain a qualified paleontologist to recommend appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.

4.5.1.2 *Existing Conditions*

Archaeological Resources

Archaeological resources are traces of human occupation and activity. In Northern California, human occupation extends back to at least 9,000 years with Native American occupation and use of the Bay Area extending over 5,000 years and possibly longer. Native Americans at the time of Euro-American contact tended to live along the alluvial terraces and along historic Bay margins, there is potential for the discovery of Native American cultural resources within the City as the project is located in the San Francisco Bay Area, and is in the vicinity of Colma Creek and Bay Area alluvial terraces.

The project site has been previously developed, and is surrounded by existing developments, including commercial uses to the north and west, and multi-family residential to the west. Due to the previously disturbed nature of the project site and surrounding area, and that no prehistorical or historical archaeological resource recovery sites have been identified within a quarter mile of the site, the Archaeological Resources Assessment identified a low potential to encounter undiscovered subsurface prehistoric- or historic-era archaeological resources on-site.

Historic Resources

The project site is located within the historic boundaries of Rancho Buri Buri, a 29.21-acre area used for cattle ranching. The project site was undeveloped until 1930, when it was developed with a small building of unknown use and association. The building was subsequently demolished in the early 1940s to allow for the construction of the Camp Terry B. Thompson Naval Base (Naval Advanced Personnel Depot). Between 1946 and 2002, the project site was occupied by two small naval buildings and partially occupied by a third, larger building. In 2002, all buildings at the project site were demolished, and the site has remained undeveloped since that time.

The City of San Bruno includes several historical resources identified by the NRHP and the CRHR as historical points of interest of a California Historical Landmark. However, based on a review of the NRHP and the CRHR databases, there are no federal- or state-designated historical resources on or within the vicinity of the project site. There are also no locally-designated historic resources on-site, adjacent to the project site, or visible from the project site. The nearest locally-designated historic resource is located at 945 Green Avenue, approximately 800 feet southeast of the project site on the other side of I-380.

4.5.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5?	☐	☐	☐	☒
2) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?	☐	☒	☐	☐
3) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☒	☐	☐

Impact CUL-1:	The project would not cause a substantial adverse change in the significance of a historical resource pursuant to CEQA Guidelines Section 15064.5. **(No Impact)**

CEQA Guidelines section 15064.5(b) defines a "substantial adverse change" in the significance of a historical resource as "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Further, that the significance of an historical resource is "materially impaired" when a project:

- "demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in the California Register of Historical Resources; or
- "demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources... or its identification in an historical resources survey..., unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
- "demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA." (Guidelines Section 15064.5(b))

As discussed in Section 4.5.1.2, there are no buildings on-site, and the project site is not visible in views of the nearest historical resource located 800 feet to the southeast. Therefore, the project would not physically affect any historic resources or the setting of any historic resources.

Impact CUL-2:	The project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in Section 4.5.1.2, the project site was extensively disturbed during the construction and subsequent demolition of the Naval Advanced Personnel Depot. Additionally, no known archaeological sites have been recorded within a quarter mile of the project site. Further, as discussed in Section 4.9.1.2, 3,000 cubic yards of soil was excavated and removed from the site and surrounding area in conjunction with remediation of the former U.S. Navy Specific Plan area. As such, the potential to encounter undiscovered subsurface archaeological resources during project construction is low. However, construction activities (e.g., excavation, grading, trenching) could result in the inadvertent exposure and destruction of subsurface prehistoric or historic archaeological resources, if present.

Mitigation Measures:

MM CUL-2.1: Prior to the initiation of site preparation and/or the start of construction, the project sponsor shall ensure that all construction workers receive training overseen by a qualified professional archaeologist who is experienced in

teaching non-specialists, to ensure that contractors can recognize archaeological resources in the event that any are discovered during construction. Proof of contractor training shall be submitted to the Community and Economic Development Director, or the director's designee, prior to issuance of any grading or building permits that would permit subsurface work.

MM CUL-2.2: If evidence of an archaeological site or other suspected cultural resource as defined by CEQA Guideline Section 15064.5, including darkened soil representing past human activity ("midden"), that could conceal material remains (e.g., worked stone, worked bone, fired clay vessels, faunal bone, hearths, storage pits, or burials) is discovered during construction related earth-moving activities, all ground-disturbing activity within 100 feet of the resources shall be halted and the Community and Economic Development Director or the director's designee shall be notified. The project applicant shall hire a qualified archaeologist to conduct a field investigation. The Community and Economic Development Director or the director's designee shall consult with the archaeologist to assess the significance of the find. Impacts to any significant resources shall be mitigated to a less-than-significant level through avoidance, preservation in-place, recordation, additional archaeological testing and data recovery measures that are consistent with the Secretary of the Interior's Standards for Archaeological documentation. Any identified cultural resources shall be recorded on the appropriate DPR 523 (A-J) form and filed with the NWIC.

With implementation of MM CUL-2.1 and MM CUL-2.2, any unknown culturally significant archaeological resources encountered during construction would be identified, evaluated and appropriately treated in accordance with the recommendations of a qualified archaeologist. Accordingly, the project would not cause a substantial adverse change in the significance of an archaeological resource.

Impact CUL-3: The project would not disturb any human remains, including those interred outside of dedicated cemeteries. **(Less than Significant Impact with Mitigation Incorporated)**

Human graves are most often associated with prehistoric occupation sites. As discussed in Section 4.5.1.2, no known prehistoric sites are present on or within a quarter mile of the project site. However, the potential exists for human remains, including Native American remains, to be unearthed during excavation and grading associated with construction of the underground garage.

Mitigation Measures:

MM CUL-3.1: If human remains are discovered at the project construction site during any phase of construction, all ground-disturbing activity within 100 feet of the resources shall be halted, and the Community Development Director and the San Mateo County Coroner shall be notified immediately, according to

Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined by the County coroner to be Native American, the Native American Heritage Commission (NAHC) shall be notified within 24 hours, and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The project sponsor shall also retain a professional archaeologist with Native American burial experience to conduct a field investigation of the specific site and consult with the Most Likely Descendant, if any, identified by the NAHC. As necessary, the archaeologist may provide professional assistance to the Most Likely Descendant, including the excavation and removal of the human remains. The City of San Bruno shall be responsible for approval of recommended mitigation as it deems appropriate, taking account of the provisions of State law, as set forth in CEQA Guidelines section 15064.5(e) and Public Resources Code section 5097.98. The project applicant shall implement approved mitigation, to be verified by the City of San Bruno, before the resumption of ground-disturbing activities within 100 feet of where the remains were discovered.

Implementation of MM CUL-3.1 would ensure that any human remains encountered during ground-disturbing activities are appropriately identified and treated and the impact reduced to a less than significant level.

4.6 ENERGY

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared for the project by Illingworth & Rodkin, Inc. A copy of this report, dated December 2022, is attached to this Initial Study as Appendix B.

4.6.1 Environmental Setting

4.6.1.1 *Regulatory Framework*

Federal and State

Energy Star and Fuel Efficiency

At the federal level, energy standards set by the EPA apply to numerous consumer products and appliances (e.g., the EnergyStar™ program). The EPA also sets fuel efficiency standards for automobiles and other modes of transportation.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2010. Governor Schwarzenegger issued Executive Order (EO) S-3-05, requiring statewide emissions reductions to 80 percent below 1990 levels by 2050. In 2008, EO S-14-08 was signed into law, requiring retail sellers of electricity serve 33 percent of their load with renewable energy by 2020. In October 2015, Governor Brown signed SB 350 to codify California's climate and clean energy goals. A key provision of SB 350 requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable sources by 2030. SB 100, passed in 2018, requires 100 percent of electricity in California to be provided by 100 percent renewable and carbon-free sources by 2045.

Executive Order B-55-18 To Achieve Carbon Neutrality

In September 2018, Governor Brown issued an executive order, EO-B-55-18 To Achieve Carbon Neutrality, setting a statewide goal "to achieve carbon neutrality as soon as possible, and no later than 2045, and achieve and maintain net negative emissions thereafter." The executive order requires CARB to "ensure future Scoping Plans identify and recommend measures to achieve the carbon neutrality goal." EO-B-55-18 supplements EO S-3-05 by requiring not only emissions reductions, but also that, by no later than 2045, the remaining emissions be offset by equivalent net removals of CO_2 from the atmosphere through sequestration.

California Building Standards Code

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the California Energy Commission (CEC). This code includes design requirements to conserve energy in new residential and non-residential developments, while being cost effective for homeowners. The Energy Code is enforced and verified by cities during the planning and building permit process. The current energy efficiency standards (2022 Energy Code) replaced the 2016 Energy Code as of January 1, 2023.

The California Green Building Standards Code (CALGreen Code) is part of the California Building Standards Code under Title 24, Part 11. The CALGreen Code provides sustainable construction standards that involve planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2022 California Building Standard Code) was effective as of January 1, 2023.

Requirements for EV charging infrastructure are set forth in Title 24, Part 11 of the California Code of Regulations and are regularly updated on a 3-year cycle. The CALGreen standards consist of a set of mandatory standards required for new development, as well as two more voluntary standards known as Tier 1 and Tier 2. The CALGreen standards have recently been updated (2022 version) to require deployment of additional EV chargers in various building types, including multifamily residential and nonresidential land uses. They include requirements for both EV capable parking spaces and the installation of Level 2 EV supply equipment for multifamily residential and nonresidential buildings. The 2022 CALGreen standards include requirements for both EV readiness and the actual installation of EV chargers. The 2022 CALGreen standards include both mandatory requirements and more aggressive voluntary Tier 1 and Tier 2 provisions.

Advanced Clean Cars Program

CARB adopted the Advanced Clean Cars program in 2012 in coordination with the EPA and National Highway Traffic Safety Administration. The program combines the control of smog-causing pollutants and GHG emissions into a single coordinated set of requirements for vehicle model years 2015 through 2025. The program promotes development of environmentally superior passenger cars and other vehicles, as well as saving the consumer money through fuel savings.[16]

Regional and Local

Peninsula Clean Energy 2018 Integrated Resource Plan

Peninsula Clean Energy adopted the 2018 Integrated Resource Plan on December 14, 2017 to provide guidance for serving the electricity needs of the residents and businesses in the County, all while fulfilling regulatory requirements over a 10-year period from 2018-2027. The plan contains the following strategic goals that are relevant to the project:

- Design a diverse power portfolio that is greenhouse gas free:
  - 100% GHG free by 2021;
  - 100% Renewable Portfolio Standard (RPS)-eligible renewable energy by 2025;
  - Minimum of 20 MWs of new local power by 2025.
- Stimulate development of new renewable energy projects and clean-tech innovation in San Mateo County and California through Peninsula Clean Energy's procurement activities
- Implement programs to further reduce greenhouse gas emissions by investing in programs such as local clean power production, electric vehicles, energy efficiency, and demand

[16] California Air Resources Board. "The Advanced Clean Cars Program." Accessed October 24, 2022. https://ww2.arb.ca.gov/our-work/programs/advanced-clean-cars-program

response, and partnering effectively with local businesses, schools, and nonprofit organizations.

Peninsula Clean Energy meets its renewable energy requirements with a combination of RPS-eligible energy products. According to the 2018 Integrated Resource Plan, Peninsula Clean Energy procured enough renewable energy to meet a 50 percent voluntary target as of 2017. The proportion of Peninsula Clean Energy's resource mix that is sourced from bundled renewable energy products will significantly increase as Peninsula Clean Energy transitions toward 100 percent renewable energy content in 2025. Based on targeted renewable energy percentages, Peninsula Clean Energy intends to significantly outpace California's annual RPS procurement mandates throughout the 2018-2027 planning period.

City of San Bruno General Plan

Various policies and actions of the City of San Bruno General Plan have been adopted for the purpose of avoiding or mitigating energy impacts resulting from planned development within the City, including the following:

Policies	Description
PFS-62	Develop and implement a Green Building Design Ordinance and design guidelines for climate-oriented site planning, building design, and landscape design to promote energy efficiency. These standards may include, but are not limited to, the following: • Require the use of Energy Star ® appliances and equipment in new residential and commercial development, and new City facilities; • Require all new City facilities and new residential development to incorporate green building methods meeting the equivalent of LEED Certified "Silver" rating or better; and • Require all new residential development to be pre-wired for optional photovoltaic roof energy systems and/or solar water heating. The Ordinance will allow variances to site or building requirements—building setbacks, lot coverage, and building height—that will enable use of alternative energy sources, such as passive heating and/or cooling.
PFS-63	Require that all new development complies with California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24, Part 6).
PFS-65	Require new development to incorporate passive heating and natural lighting strategies if feasible and practical. These strategies should include, but are not limited to, the following: • Using building orientation, mass and form, including façade, roof, and choice of building materials, color, type of glazing, and insulation to minimize heat loss during winter months and heat gain during the summer months; • Designing building openings to regulate internal climate and maximize natural lighting, while keeping glare to a minimum; and • Reducing heat-island effect of large concrete roofs and parking surfaces.
PFS-66	Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.

Policies	Description
PFS-70	Facilitate environmentally sensitive construction practices by: • Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment; • Promoting use of products that are durable and allow efficient end-of-life disposal (e.g. reusable, recyclable, biodegradable); • Promoting the purchase of locally or regionally available materials; and • Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.
PFS-71	Convert street lights and traffic signals to LED and other more efficient technologies as they become available.

4.6.1.2 *Existing Conditions*

Total energy usage in California was approximately 6,957 trillion British thermal units (Btu) in the year 2020, the most recent year for which this data was available.[17] Out of the 50 states, California is ranked second in total energy consumption and 49th in energy consumption per capita. The breakdown by sector was approximately 21 percent (1,508 trillion Btu) for residential uses, 19.6 percent (1,358 trillion Btu) for commercial uses, 24.6 percent (1,701 trillion Btu) for industrial uses, and 34 percent (2,356 trillion Btu) for transportation.[18] This energy is primarily supplied in the form of natural gas, petroleum, nuclear electric power, and hydroelectric power which originate from a diverse set of international, national, state, and regional sources.

Electricity

Electricity in San Mateo County in 2020 was consumed primarily by the non-residential sector (60 percent), with the residential sector consuming 40 percent. In 2020, a total of approximately 4,166 gigawatt hours (GWh) of electricity was consumed in San Mateo County.[19]

Peninsula Clean Energy is a public and locally controlled electricity provider for the County of San Mateo. Electricity provided by Peninsula Clean Energy is delivered through PG&E transmission lines. Commercial and residential customers in San Mateo County are included in the Peninsula Clean Energy service area and can choose to have 50 to 100 percent of their electricity supplied from carbon-free and renewable sources. Customers are automatically enrolled in the ECOplus plan, which generates its electricity from 100 percent carbon-free sources, with at least 50 percent from renewable sources. Customers have the option to enroll in the ECO100 plan, which generates its electricity from 100 percent carbon-free, renewable sources.[20]

[17] United States Energy Information Administration. "California Energy Consumption by End-Use-Sector, 2020." Accessed October 24, 2022. https://www.eia.gov/state/?sid=CA#tabs-2.
[18] Ibid.
[19] California Energy Commission. Energy Consumption Data Management System. "Electricity Consumption by County." Accessed October 24, 2022. http://ecdms.energy.ca.gov/elecbycounty.aspx.
[20] Peninsula Clean Energy. "Frequently Asked Questions." Accessed October 24, 2022. https://www.peninsulacleanenergy.com/faq/.

Natural Gas

PG&E provides natural gas services within San Mateo. In 2020, approximately two percent of California's natural gas supply came from in-state production, while the remaining supply was imported from other western states and Canada.[21] In 2020 California used 2,144 trillion Btu of natural gas.[22] In 2020, San Mateo County used less than one percent of the state's total consumption of natural gas (total of 200 million therms of natural gas).[23]

Fuel for Motor Vehicles

In 2019, 15.4 billion gallons of gasoline were sold in California.[24] The average fuel economy for light-duty vehicles (autos, pickups, vans, and sport utility vehicles) in the United States has steadily increased from about 13.1 miles per gallon (mpg) in the mid-1970s to 25.4 mpg in 2020.[25] Federal fuel economy standards have changed substantially since the Energy Independence and Security Act was passed in 2007. That standard, which originally mandated a national fuel economy standard of 35 miles per gallon by the year 2020, was updated in April 2022 to require all cars and light duty trucks achieve an overall industry average fuel economy of 49 mpg by model year 2026.[26,27]

4.6.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
2) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒

[21] California Gas and Electric Utilities. 2020 *California Gas Report.* Accessed July 20, 2022. https://www.socalgas.com/sites/default/files/2020-10/2020_California_Gas_Report_Joint_Utility_Biennial_Comprehensive_Filing.pdf.
[22] United States Energy Information Administration. "California Energy Consumption Estimate, 2020." Accessed July 20, 2022. https://www.eia.gov/state/?sid=CA#tabs-2.
[23] California Energy Commission. "Natural Gas Consumption by County." Accessed July 20, 2022. http://ecdms.energy.ca.gov/gasbycounty.aspx.
[24] California Department of Tax and Fee Administration. "Net Taxable Gasoline Gallons." Accessed July 20, 2022. https://www.cdtfa.ca.gov/dataportal/dataset.htm?url=VehicleTaxableFuelDist.
[25] United States Environmental Protection Agency. *The 2021 EPA Automotive Trends Report: Greenhouse Gas Emissions, Fuel Economy, and Technology since 1975*. November 2021.
[26] United States Environmental Protection Agency. "Summary of the Energy Independence and Security Act." Accessed July 20, 2022. https://www.epa.gov/laws-regulations/summary-energy-independence-and-security-act .
[27] United States Department of Transportation. "USDOT Announces New Vehicle Fuel Economy Standards for Model Year 2024-2026." Accessed July 20, 2022. https://www.nhtsa.gov/press-releases/usdot-announces-new-vehicle-fuel-economy-standards-model-year-2024-2026

Impact EN-1:	The project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. **(Less than Significant Impact)**

Construction-Related Energy Consumption

Construction of the project would require energy for the manufacture and transportation of building materials, preparation of the project site (i.e., demolition and grading), and the construction of the buildings. Construction energy usage is temporary and would not result in excessive energy consumption because construction processes are generally designed to be efficient to avoid excess monetary costs. The project would be constructed in an urbanized area with close access to roadways, construction supplies, and workers, making the project more efficient than construction occurring in outlying, more isolated areas. The project would also be required to implement BAAQMD Best Management Practices, which would restrict unnecessary idling of construction equipment and require the applicant to post signs on the project site reminding workers to shut off idle equipment, thus reducing the potential for energy waste. Adherence to existing regulations and programs, such as the California Code of Regulations Title 13 Section 2449 and 2485, would reduce energy loss resulting from the disposal of construction and demolition materials through diversion and recycling. Further, MM GHG-1.1 (refer to the discussion in Section 4.4 under Impact GHG-1) would require alternatively fueled vehicles (e.g., biodiesel, electric,) to constitute 15 percent of the construction fleet, thus reducing consumption of non-renewable fossil fuels. For these reasons, construction of the project would not result in wasteful, inefficient, or unnecessary use of energy. **(Less than Significant Impact)**

Operation-Related Energy Consumption

The project site is vacant, and operation of the proposed project would result in an increase in energy use at the site. Energy would be consumed via heating and cooling of the proposed building, electricity use, water use, solid waste disposal and gasoline consumption of vehicles traveling to and from the site. Table 4.6-1 below shows the estimated annual energy use of the proposed project.

Table 4.6-1: Estimated Energy Use of Proposed Development		
Proposed Land Use	**Electricity (kWh/year)[1]**	**Gasoline (gallons/year)[2]**
Regional Shopping Center (43,254 square feet)	500,729	80,510
Enclosed Parking with Elevator (278 parking spaces)[3]	698,257	0
Surface Parking Lot (16 parking spaces)	4,251	0
Total	1,203,237	80,510

Source: Illingworth & Rodkin, Inc. *Crossing Sites Genesis & Hyundai Dealership & Service Center Air Quality Assessment*. December 2022.

Notes:

[1] The project would be required by MM GHG-1.2 to be fully electric; therefore, the project's projected natural gas consumption (kBtu) was converted to electricity (kWh).

[2] Based on a projected 2,044,930 annual vehicle miles traveled divided by the average 25.4 vehicle MPG.

3 Post-modeling of the project's energy consumption, the project design was revised to include the use of vehicle stackers within the building envelope, which would increase the number of vehicles that can be stored in the building from 179 vehicles (not including the rooftop spaces) to 331 vehicles. However, the square footage of the building has not changed, and the use of vehicle stackers and associated electricity consumption would be minimal by comparison, and is not anticipated to result in a substantial increase in electricity consumption that could change the conclusions of the analysis herein this Initial Study.

Implementation of the project would increase annual consumption of electricity and gasoline by 1,203,237 kWh (equivalent to 1.2 GWh) and 80,510 gallons, respectively. These increases in comparison with electricity and gasoline consumption at the regional and state level (4,166 GWh in San Mateo County and 15.4 billion gallons of gasoline in California) would be insignificant. The project would be constructed in accordance with Part 6 and Part 11 of Title 24 (refer to Section 4.6.1.1), which would reduce the demand for energy resources by incorporating sustainability features that would promote energy efficiency and increase reliance on renewable energy sources. The project would be enrolled in Peninsula Clean Energy's ECoplus plan, which generates its electricity from 100 percent carbon-free sources with at least 50 percent from renewable sources, and would be fully renewable as of 2025 under Peninsula Clean Energy's 2018 Integrated Resource Plan. Further, the project includes rooftop solar panels which would generate electricity to be used or sold by the project, and would adhere with General Plan Policy PFS-62 requiring the use of energy efficient appliances and achievement of LEED Certified Silver status at minimum. Adherence with the aforementioned state, regional, and local regulations and plans (refer to Section 4.6.1.1), would further ensure that consumption of electricity would not be wasteful, inefficient, or unnecessary.

For these reasons, operation of the proposed project would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. **(Less than Significant Impact)**

Impact EN-2:	The project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. **(No Impact)**

State, regional, and local renewable energy and energy efficiency plans that are applicable to the project are discussed in Section 4.6.1.1. As discussed in Impact EN-1, although the project would increase electricity consumption, it would be in compliance with all state, regional, and local plans and regulations regarding energy efficiency. These include Peninsula Clean Energy's 2018 Integrated Resource Plan, which currently provides 50 percent renewable energy (100 percent under the optional ECO100 plan) and would provide 100 percent renewable energy to all customers by 2025. Accordingly, the project would not conflict with any state, regional, or local plans for renewable energy or energy efficiency.

4.7 GEOLOGY AND SOILS

The following discussion is based in part on a Geotechnical Investigation prepared by CTE CAL, Inc. A copy of this report, dated August 2021, is included in Appendix C of this Initial Study.

4.7.1 Environmental Setting

4.7.1.1 *Regulatory Framework*

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning Act was passed following the 1971 San Fernando earthquake. The act regulates development in California near known active faults due to hazards associated with surface fault ruptures. Alquist-Priolo maps are distributed to affected cities, counties, and state agencies for their use in planning and controlling new construction. Areas within an Alquist-Priolo Earthquake Fault Zone require special studies to evaluate the potential for surface rupture to ensure that no structures intended for human occupancy are constructed across an active fault.

Seismic Hazards Mapping Act

The Seismic Hazards Mapping Act (SHMA) was passed in 1990 following the 1989 Loma Prieta earthquake. The SHMA directs the California Geological Survey (CGS) to identify and map areas prone to liquefaction, earthquake-induced landslides, and amplified ground shaking. CGS has completed seismic hazard mapping for the portions of California most susceptible to liquefaction, landslides, and ground shaking, including the central San Francisco Bay Area. The SHMA requires that agencies only approve projects in seismic hazard zones following site-specific geotechnical investigations to determine if the seismic hazard is present and identify measures to reduce earthquake-related hazards.

California Building Standards Code

The California Building Standards Code (CBC) prescribes standards for constructing safe buildings. The CBC contains provisions for earthquake safety based on factors including occupancy type, soil and rock profile, ground strength, and distance to seismic sources. The CBC requires that a site-specific geotechnical investigation report be prepared for most development projects to evaluate seismic and geologic conditions such as surface fault ruptures, ground shaking, liquefaction, differential settlement, lateral spreading, expansive soils, and slope stability. The CBC is updated every three years.

California Division of Occupational Safety and Health Regulations

Excavation, shoring, and trenching activities during construction are subject to occupational safety standards for stabilization by the California Department of Industrial Relations, Division of Occupational Safety and Health (Cal/OSHA) under Title 8 of the California Code of Regulations and Excavation Rules. These regulations minimize the potential for instability and collapse that could injure construction workers on the site.

Public Resources Code Section 5097.5

Paleontological resources are the fossilized remains of organisms from prehistoric environments found in geologic strata. They range from mammoth and dinosaur bones to impressions of ancient animals and plants, trace remains, and microfossils. These materials are valued for the information they yield about the history of the earth and its past ecological settings. California Public Resources Code Section 5097.5 specifies that unauthorized removal of a paleontological resource is a misdemeanor. Under the CEQA Guidelines, a project would have a significant impact on paleontological resources if it would disturb or destroy a unique paleontological resource or site or unique geologic feature.

Local

City of San Bruno General Plan

Various policies and actions of the City of San Bruno General Plan have been adopted for the purpose of avoiding or mitigating geology and soils impacts resulting from planned development within the City, including the following:

Policies	Description
ERC-44	If, prior to grading or construction activity, an area is determined to be sensitive for paleontological resources, retain a qualified paleontologist to recommend appropriate actions. Appropriate action may include avoidance, preservation in place, excavation, documentation, and/or data recovery, and shall always include preparation of a written report documenting the find and describing steps taken to evaluate and protect significant resources.
HS-B	Reduce the potential for damage from geologic hazards through appropriate site design and erosion control.
HS-C	Reduce the potential for damage from seismic hazards through geotechnical analysis, hazard abatement, emergency preparedness, and recovery planning.
HS-1	Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards.
HS-2	Review and revise the City's Building Code, Zoning Ordinance, and Subdivision requirements to safeguard against seismic, geologic, and safety hazards. Mitigation should include: • Minimal grading and removal of natural vegetation to prevent erosion and slope instability. Cleared slopes should be replanted with vegetation. • Proper drainage control to prevent erosion of the site and affected properties. • Careful siting and structural engineering in unstable areas. • Consideration of flooding and fire hazards in siting and designing new development.
HS-3	Require geotechnical investigation of all sites, except single-family dwellings, proposed for development in areas where geologic conditions or soil types are subject to landslide risk, slippage, erosion, liquefaction, or expansive soils. (Require submission of

Policies	Description
	geotechnical investigation and demonstration that the project conforms to all recommended mitigation measures prior to City approval.
HS-4	Prevent soil erosion by retaining and replanting vegetation, and by siting development to minimize grading and land form alteration.
HS-5	Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than 10,000 sq. ft. in size.
HS-7	Development in areas subject to seismic hazards, including ground shaking, liquefaction, and seismically-induced landslides (Figure 7-2) will comply with guidelines set forth in the most recent version of the California Division of Mines and Geology Special Publication 117.
HS-9	In accordance with the Alquist-Priolo Special Studies Zones Act, do not permit structures across an active fault (Figure 7-2) or within 50 feet of an active fault, except single-family wood frame dwellings where no other location on a lot is feasible. Require any new development to contract with geotechnical engineers to reduce potential damage from seismic activity.
HS-10	Recommend a geologic report by a qualified geologist for construction or remodeling of all structures, including single-family dwellings, proposed within 100 feet of a historically active or known active fault (Figure 7-2). Geologic reports should recommend minimum setbacks, siting and structural safety standards, to reduce potential seismic hazards. Geologic reports must be filed with the State Geologist by the City within 30 days of receipt.
HS-22	Require that construction-related grading and other activities comply with the Association of Bay Area Governments' (ABAG) Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction.

City of San Bruno Municipal Code

Title 12, Land Use, Article I, Excavation and Grading, of the San Bruno Municipal Code sets forth general provisions, permitting requirements, grading regulations, and specific elements required in requested soil and engineering reports, including:

- An adequate description of the geology of the site;
- Conclusions and recommendations regarding the effect of geologic conditions on the proposed development;
- Opinions and recommendations covering the adequacy of sites to be developed by the proposed grading;
- Data regarding the nature, distribution, strength, and in place relative compaction of existing soils;
- Conclusions and recommendations for grading procedures and design criteria for corrective measures when necessary;
- Ground water conditions;
- Data on erodibility of the soil;

- Draft specifications for erosion control measures. For purposes of such draft specifications, reference is made to Association of Bay Area Governments Manual for Surface Runoff Control Measures, pages 1-45, through 1-151, inclusive. (Ord. 1369 § 1, 1981; prior code § 9-1.7(a))

4.7.1.2 *Existing Conditions*

Geology

San Bruno is located within the Coast Ranges geomorphic province formed by the Franciscan, Merced, and Colma assemblages, which are principally composed of marine sedimentary and volcanic rocks, as well as deposits of sandstone, claystone, siltstone, gravel, sand, silt, and clay. The eastern portion of the City is former marginal tideland filled in with artificial fill material. The project site itself is located on Holocene-era alluvium deposits and marine and non-marine sand deposits.

On-Site Geological Conditions

Topography

The project site and immediate vicinity is generally flat, with an east-west slope of approximately one percent. No significant slopes or knolls, hills or mountains are located in the surrounding area.

Seismicity and Seismic Hazards

The project site is located within the seismically active San Francisco Bay Area region. The faults in this region are capable of generating earthquakes of magnitude 7.0 or higher. Major active faults in the region include the San Andreas (located approximately two miles west), the San Gregorio (located 7.8 miles west), the Monte Vista Shannon (located 15.85 miles south), the Hayward-Rodgers Creek (located 16 miles east), and the Calaveras (located 25 miles east).

According to maps prepared by the CGS and Figure 7-2 of the General Plan, the project site is not within an Alquist-Priolo Earthquake Fault Zone or a Landslide Hazard Zone.[28] The project site is mapped by the CGS within a Liquefaction Hazard Zone, and based on exploratory borings and cone penetration tests conducted on-site (discussed in greater detail below), soils on-site below depths of 30 feet below ground surface (bgs) are at risk of seismically-induced liquefaction and lateral spreading.

Soils

The project site is underlain by alluvial fan deposits consisting of medium to very dense clayey sands and medium stiff to hard and low plastic sandy clay. As part of the Geotechnical Investigation prepared for the project site (refer to Appendix C), six exploratory borings were advanced to a maximum depth of 50 feet bgs, with soil samples collected from each boring at intervals of 2.5, 5, and every 5 feet to the maximum depth of exploration (50 feet bgs). Additionally, four cone

[28] California Geological Survey. *California Earthquake Hazards Zone Application (EQ ZAPP).* Accessed June 13, 2022. https://maps.conservation.ca.gov/cgs/EQZApp/app/

penetration tests were conducted to quantify subsurface soil characteristics (e.g., liquid limits, plasticity).

Based on the results of the subsurface investigations, the Geotechnical Investigation found potentially liquefiable soil layers ranging between depths of 37.5 to 42.5 feet bgs and soil layers with the potential for seismically induced lateral spreading at depths of 30 feet bgs or greater. Soils on-site were determined to have a Plasticity Index (PI) between nine and 11, and therefore are not classified as expansive pursuant to the CBC. [29]

Groundwater

Based on subsurface borings and groundwater monitoring wells in the surrounding area, groundwater on-site and in the surrounding area ranges between 28 and 35 feet bgs.

Paleontological Resources

Paleontological resources are the fossilized remains of organisms from prehistoric environments from in geologic strata. The project site is located in the Colma Formation, a Quaternary-aged (about one million years old) geological formation known to contain small marine and non-marine invertebrate fossils.[30] The nearest historic fossil collection site is located approximately 2.6 miles to the west of the project site.[31]

4.7.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
– Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)?	☐	☐	☒	☐
– Strong seismic ground shaking?	☐	☐	☒	☐
– Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
– Landslides?	☐	☐	☒	☐
2) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐

[29] Plasticity Index is correlated to expansion potential and shrink-swell of soils. Pursuant to the 2022 CBC, soils with a PI greater than 15 are considered expansive.
[30] City of San Bruno. *San Bruno General Plan*. March 2009.
[31] Macrostrat. "Macrostrat Geologic Map". Accessed July 12, 2022. https://macrostrat.org/map/#x=16&y=23&z=2

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
3) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
4) Be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property?	☐	☐	☒	☐
5) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☒	☐
6) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☒	☐	☐

Impact GEO-1: The project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault; strong seismic ground shaking; seismic-related ground failure, including liquefaction; or landslides. **(Less than Significant Impact)**

Fault Rupture

The project site is not located within an Alquist-Priolo Earthquake Fault Zone, making fault rupture at the site unlikely. As documented in Section 4.7.1.2, the nearest fault is the San Andreas, located approximately two miles west of the site, and the project site is located outside of the fault rupture zone. Therefore, significant impacts associated with fault ruptures are not anticipated to occur. **(Less than Significant Impact)**

Ground Shaking

The San Francisco Bay Area region contains both active and potentially active faults and is considered a region of high seismic activity. The 1997 Uniform Building Code locates the entire Bay Area within Seismic Risk Zone 4. Areas within Zone 4 are expected to experience maximum magnitudes and damage in the event of an earthquake. Earthquakes pose especially high risks to San Bruno because of the City's close proximity to active faults with relatively frequent past movements.

The proposed project would be subject to the standard engineering and building practices and techniques specified in the CBC, as well as the applicable Building and Fire Codes adopted by the

City of San Bruno. Consistent with the findings of the General Plan EIR, conformity with the aforementioned regulations would ensure less than significant impacts from seismically-induced ground shaking. **(Less than Significant Impact)**

Ground Failure

Liquefaction and Lateral Spreading

Soil liquefaction can be defined as ground failure or loss of strength that causes otherwise solid soil to take on the characteristics of a liquid. This phenomenon is triggered by earthquake or ground shaking that causes saturated or partially saturated soils to lose strength, potentially resulting in the soil's inability to support structures. Soils most susceptible to liquefaction are loose, non-cohesive soils that are saturated and are bedded with poor drainage, such as sand and silt layers bedded with a cohesive cap. Lateral spreading typically occurs as a form of horizontal displacement of relatively flat-lying soil toward an open or "free" face such as an open body of water, channel, or excavation. This movement is often associated with liquefaction and commonly occurs on gentle slopes in seismically active regions. Lateral spread presents a significant hazard to the integrity of buildings and other structures.

As documented in Section 4.7.1.2, the project site is susceptible to liquefaction and lateral spreading. Conformance with the 2022 CBC and the City's grading regulations identified in Section 12.12 of the Municipal Code (refer to Section 4.7.1.1) would reduce the risk of liquefaction and lateral spreading. With adherence to the aforementioned regulations and the recommendations provided in the site-specific geotechnical investigation (refer to Appendix C) as required by law, CTE CAL found that the proposed development could tolerate liquefaction-induced settlement and lateral spreading during a substantial seismic event. Consistent with the findings of the General Plan EIR, compliance with state and local laws and the recommendations provided in the geotechnical investigation would ensure the risk of liquefaction and lateral spreading is less than significant. **(Less than Significant Impact)**

Landslides

As documented in Section 4.7.1.2, the project site is not mapped by CGS within a Landslide Hazard Zone and the topography of the site and surrounding area is relatively flat. While construction of the proposed dealership and underground garage would require excavation and grading of substantial quantities of soil, the proposed project would not create any create any unstable slopes that would exacerbate existing landslide risks. Accordingly, the project would not cause any substantial adverse effects associated with seismically-induced landslides. **(Less than Significant Impact)**

Impact GEO-2:	The project would not result in substantial soil erosion or the loss of topsoil. **(Less than Significant Impact)**

Ground disturbance related to demolition, excavation, grading, and construction activities from the proposed project is expected, potentially resulting in an increased exposure of soil to wind and water erosion. Development on the project site could result in significant amounts of soil erosion if managed improperly. Consistent with the findings of the General Plan EIR, the project would implement standard grading and best management practices as required by Title 12 of the San Bruno

Municipal Code and the recommendations of the soils and engineering geology report, and therefore, erosion and sedimentation impacts would be less than significant.

Impact GEO-3:	The project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse. **(Less than Significant Impact)**

As documented in Section 4.7.1.2 and Impact GEO-1, the project site is not mapped within a Alquist-Priolo Earthquake Fault Zone or Landslide Hazard Zone, and the geologic foundation of the project site is not inherently unstable or likely to become unstable as a result of the project. However, soils on-site have the potential for liquefaction and lateral spreading. As described under Impact GEO-1, with adherence to state and local laws and the recommendations of the site-specific geotechnical investigation (as required by law), the project would not exacerbate lateral spreading or liquefaction risks. For these reasons, the project would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

Impact GEO-4:	The project would not be located on expansive soil, as defined in the current California Building Code, creating substantial direct or indirect risks to life or property. **(Less than Significant Impact)**

As documented in Section 4.7.1.2, soils on site have a PI between nine and 11. Pursuant to the 2022 CBC, soils with a PI of 15 or less are not considered expansive, therefore the project would not be located on expansive soil.

Impact GEO-5:	The project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. **(No Impact)**

The project site is located within an urbanized area of San Bruno where sewers are available to dispose of wastewater from the project site. The site would not need septic tanks or alternative wastewater disposal systems.

Impact GEO-6:	The project would not directly or indirectly destroy a unique paleontological resource or site or unique geological feature. **(Less than Significant Impact with Mitigation Incorporated)**

Although small marine and non-marine fossils are occasionally discovered within the Colma Formation, the project site has been previously disturbed and extensively developed, including both the installation and later removal of underground storage tanks, refer to Section 4.9 Hazards and Hazardous Materials. As such, there is a low possibility for uncovering unique paleontological resources or geological features. Project-related grading and excavation during construction could however result in significant impacts, if any unknown unique geology and soil resources were discovered.

Mitigation Measure: Implementation of the following mitigation measure would ensure that potential impacts to buried paleontological resources or geological features remain at a less than significant level.

MM GEO-6.1: Should a unique paleontological resource or site or unique geological feature be identified at the project site during any phase of construction, all ground disturbing activities within 25 feet shall cease and the Community Development Director notified immediately. A qualified paleontologist hired by the project applicant shall evaluate the find and prescribe mitigation measures to reduce impacts to a less than significant level. Work may proceed on other parts of the project site while mitigation for paleontological resources or geologic features is implemented. Upon completion of the paleontological assessment, a report shall be submitted to the City and, if paleontological materials are recovered, submitted to a paleontological repository, such as the University of California Museum of Paleontology.

With the implementation of the above mitigation measure, the project would identify and preserve any undiscovered paleontological resources encountered during construction, and ensure that impacts to paleontological resources would be less than significant.

4.8 GREENHOUSE GAS EMISSIONS

The following discussion is based, in part, on an Air Quality and Greenhouse Gas Assessment prepared for the project by Illingworth & Rodkin, Inc. A copy of this report, dated December 2022, is attached to this Initial Study as Appendix B.

4.8.1 Environmental Setting

4.8.1.1 *Regulatory Framework*

4.8.1.2 *Background Information*

Gases that trap heat in the atmosphere, GHGs, regulate the earth's temperature. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate. In GHG emission inventories, the weight of each gas is multiplied by its global warming potential (GWP) and is measured in units of CO_2 equivalents (CO_2e). The most common GHGs are carbon dioxide (CO_2) and water vapor but there are also several others, most importantly methane (CH_4), nitrous oxide (N_2O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These are released into the earth's atmosphere through a variety of natural processes and human activities. The most common sources of GHGs are generally as follows:

- CO_2, CH_4, and N_2O are byproducts of fossil fuel combustion.
- N_2O is associated with agricultural operations such as fertilization of crops.
- CH_4 is commonly created by off-gassing from agricultural practices (e.g., keeping livestock) and landfill operations.
- Chlorofluorocarbons (CFCs) were widely used as refrigerants, propellants, and cleaning solvents, but their production has been stopped by international treaty.
- HFCs are now used as a substitute for CFCs in refrigeration and cooling.
- PFCs and SF_6 emissions are commonly created by industries such as aluminum production and semiconductor manufacturing.

An expanding body of scientific research supports the theory that global climate change is currently causing changes in weather patterns, average sea level, ocean acidification, chemical reaction rates, and precipitation rates, and that it will increasingly do so in the future. The climate and several naturally occurring resources within California are adversely affected by the global warming trend. Increased precipitation and sea level rise will increase coastal flooding, saltwater intrusion, and degradation of wetlands. Mass migration and/or loss of plant and animal species could also occur. Potential effects of global climate change that could adversely affect human health include more extreme heat waves and heat-related stress; an increase in climate-sensitive diseases; more frequent and intense natural disasters such as flooding, hurricanes and drought; and increased levels of air pollution.

4.8.1.3 *Regulatory Framework*

Assembly Bill 32/Senate Bill 32

Under the California Global Warming Solutions Act, also known as AB 32, CARB established a statewide GHG emissions cap for 2020, adopted mandatory reporting rules for significant sources of GHGs, and adopted a comprehensive plan, known as the Climate Change Scoping Plan, identifying how emission reductions would be achieved from significant GHG sources.

In 2016, SB 32 was signed into law, amending the California Global Warming Solution Act. SB 32, and accompanying Executive Order B-30-15, require CARB to ensure that statewide GHG emissions are reduced to 40 percent below the 1990 level by 2030. CARB last updated its Climate Change Scoping Plan in December of 2022. The purpose of the 2022 Scoping Plan for Achieving Carbon Neutrality (2022 Scoping Plan) to assess the state's progress toward the statutory 2030 target, while laying out a path to achieving carbon neutrality no later than 2045. The 2022 Scoping Plan Update focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the State's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

Executive Order B-55-18

In 2018, a new statewide goal was established to achieve carbon neutrality as soon as possible, but no later than 2045, and to maintain net negative emissions thereafter. CARB and other relevant state agencies are tasked with establishing sequestration targets and create policies/programs that would meet this goal. The Draft 2022 Scoping Plan Update addresses Executive Order (EO) B-55-18 and would cost-effectively achieve carbon-neutrality by 2045 or earlier.

Senate Bill 375

SB 375, known as the Sustainable Communities Strategy and Climate Protection Act, was signed into law in September 2008. SB 375 builds upon AB 32 by requiring CARB to develop regional GHG reduction targets for automobile and light truck sectors for 2020 and 2035. The per capita GHG emissions reduction targets for passenger vehicles in the San Francisco Bay Area include a seven percent reduction by 2020 and a 15 percent reduction by 2035.

Consistent with the requirements of SB 375, the Metropolitan Transportation Commission (MTC) partnered with the Association of Bay Area Governments (ABAG), BAAQMD, and the Bay Conservation and Development Commission to prepare the region's Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan process. The SCS is referred to as Plan Bay Area 2050. Plan Bay Area 2050 establishes a course for reducing per capita GHG emissions through the promotion of compact, high-density, mixed-use neighborhoods near transit, particularly within identified Priority Development Areas (PDAs).

California Building Standards Code

The California Building Energy Efficiency Standards (California Energy Code) is under Title 24, Part 6 and is overseen by the CEC. This code includes design requirements to conserve energy in

new residential and non-residential developments, while being cost effective for homeowners. This Energy Code is enforced and verified by cities during the planning and building permit process. The current energy efficiency standards (2022 Energy Code) replaced the 2016 Energy Code as of January 1, 2023.

The CALGreen Code is part of the California Building Standards Code under title 24, Part 11. The CALGreen Code provides sustainable construction standards that involve planning/design, energy efficiency, water efficiency resource efficiency, and environmental quality. These green building standard codes are mandatory statewide and are applicable to residential and non-residential developments. The most recent CALGreen Code (2022 California Building Standard Code) was effective as of January 1, 2023.

Requirements for EV charging infrastructure are set forth in Title 24 of the California Code of Regulations and are regularly updated on a 3-year cycle. The CALGreen standards consist of a set of mandatory standards required for new development, as well as two more voluntary standards known as Tier 1 and Tier 2. The CALGreen standards have recently been updated (2022 version) to require deployment of additional EV chargers in various building types, including multifamily residential and nonresidential land uses. They include requirements for both EV capable parking spaces and the installation of Level 2 EV supply equipment for multifamily residential and nonresidential buildings. The 2022 CALGreen standards include requirements for both EV readiness and the actual installation of EV chargers. The 2022 CALGreen standards include both mandatory requirements and more aggressive voluntary Tier 1 and Tier 2 provisions.

Regional and Local

Bay Area Air Quality Management District

BAAQMD is the regional government agency that regulates sources of air pollution within the nine San Francisco Bay Area counties. The BAAQMD regulates GHG emissions through the following plans, programs, and guidelines.

2017 Clean Air Plan

To protect the climate, the 2017 CAP (prepared by BAAQMD) includes control measures designed to reduce emissions of methane and other super-GHGs that are potent climate pollutants in the near-term, and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

CEQA Air Quality Guidelines

The BAAQMD CEQA Air Quality Guidelines are intended to serve as a guide for those who prepare or evaluate air quality impact analyses for projects and plans in the San Francisco Bay Area. The jurisdictions in the San Francisco Bay Area Air Basin utilize the thresholds and methodology for assessing GHG impacts developed by BAAQMD within the CEQA Air Quality Guidelines. The guidelines include information on legal requirements, BAAQMD rules, methods of analyzing impacts, and recommended mitigation measures.

CEQA Thresholds of Significance for Climate Impacts

The BAAQMD CEQA Air Quality Guidelines (see discussion above) also included thresholds of significance for greenhouse gas emissions. For projects that are not located within a jurisdiction with an adopted GHG Reduction Strategy or projects that would be inconsistent with an adopted GHG Reduction Strategy, the Guidelines recommended a GHG emissions threshold of 1,100 metric tons (MT) or 4.6 MT per year per capita. These thresholds were developed based on meeting the 2020 GHG target of reducing statewide GHG emissions 80 percent below 1990 levels as set forth in the scoping plan that addressed AB 32. Interpolation of the 2020 GHG target through the year 2031 (when buildout of the project would be complete) results in a GHG emissions significance threshold of 2.7 $MTCO_2e$ per year per capita.

On April 20, 2022, BAAQMD adopted new qualitative thresholds for assessing the impacts that projects and plans would have on climate change. BAAQMD provided a justification report that described these new qualitative thresholds that are recommended for lead agencies to consider when approving projects or plans through the CEQA process.[32]

For land use projects, BAAQMD developed plan- and project-level thresholds that evaluate the significance of operational GHG emissions based on its effect on the State's efforts to meet the identified long-term climate goals. These thresholds are identified in Table 4.8-1 below.

Table 4.8-1: BAAQMD GHG Significance Thresholds
Plan-Level Thresholds
A. Meet the State's goals to reduce emissions to 40 percent below 1990 levels by 2030 and carbon neutrality by 2045; or
B. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).
Project-Level Thresholds
A. Projects must include, at a minimum, the following project design elements: 1. Buildings a. The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development). b. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b)of the State CEQA Guidelines. 2. Transportation a. Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts.

[32] Bay Area Air Quality Management District. *CEQA Thresholds for Evaluating the Significance of Climate Impacts from Land Use Projects and Plans.* April 2022.

b. Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.
B. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b).

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating greenhouse gas emissions impacts resulting from planned development within the City, including the following:

Policies	Description
T-F	Provide efficient local transit—such as a shuttle system—to the BART and Caltrain stations to avoid dependence on individual motor vehicles.
ERC-13	Through environmental review, assure that all projects affecting resources of regional concern (e.g., the San Francisco garter snake habitat, water and air quality, the San Francisco Fish and Game Reserve) satisfy regional, State and federal laws.
ERC-25	Maintain and improve air quality by requiring project mitigation, such as Transportation Demand Management (TDM) techniques, where air quality impacts are unavoidable.
ERC-31	Prepare a Greenhouse Gas Emissions Reduction Plan, focusing on feasible actions the City can take to minimize the adverse impacts of Plan implementation on climate change and air quality. The Plan will include but will not be limited to: • An inventory of all known, or reasonably discoverable, sources of greenhouse gases (GHGs) that currently exist in the City and sources that existed in 1990. In determining what is a source of GHG emissions, the City may rely on the definition of "greenhouse gas emissions source" or "source" as defined in section 38505 of the California Global Warming Solutions Act ("AB 32") or its governing regulations. The inventory may include estimates of emissions drawing on available information from State and regional air quality boards, supplemented by information obtained by the City. • A projected inventory of the new GHGs that can reasonably be expected to be emitted in the year 2025 due to the City's discretionary land use decisions pursuant to the 2025 General Plan Update, as well as new GHGs emitted by the City's internal government operations. The projected inventories will include estimates, supported by substantial evidence, of future emissions from planned land use and information from state and regional air quality boards and agencies. • A target for the reduction of those sources of future emissions reasonably attributable to the City's discretionary land use decisions under the 2025 General Plan and the City's internal government operations, and feasible GHG emission reduction measures whose purpose shall be to meet this reduction target by regulating those sources of GHG emissions reasonably attributable to the City's discretionary land use decisions and the City's internal government operations.
ERC-33	Require all large construction projects to mitigate diesel exhaust emissions through use of alternate fuels and control devices.

4.8.1.4 *Existing Conditions*

Unlike emissions of criteria and toxic air pollutants, which have regional and local impacts, emissions of GHGs have a broader, global impact. Global warming is a process whereby GHGs accumulating in the upper atmosphere contribute to an increase in the temperature of the earth and changes in the weather patterns.

The U.S. EPA reported that in 2020, total gross nationwide GHG emissions were 5,981.4 million metric tons (MMT) carbon dioxide equivalent (CO_2e).[33] These emissions were lower than peak levels of 7,416 MMT that were emitted in 2007. CARB updates the statewide GHG emission inventory on an annual basis where the latest inventory includes 2000 through 2020 emissions.[34] In 2020, GHG emissions from statewide emitting activities were 369.2 MMT. The 2020 emissions have decreased by 27.4 percent since peak levels in 2004 and are 61.8 MMT below the 1990 emissions level and the State's 2020 GHG limit (431 MMT). Per capita GHG emissions in California have dropped from a 2001 peak of 13.8 MT per person to 9.3 MT per person in 2020. The most recent Bay Area emissions inventory was computed for the year 2011.[35] Bay Area GHG emissions were 87 MMT. As a point of comparison, statewide emissions were about 437.6 MMT in 2011.

4.8.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Generate greenhouse gas (GHG) emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☒	☐	☐
2) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?	☐	☐	☒	☐

[33] United States Environmental Protection Agency. *Inventory of U.S. Greenhouse Gas Emissions and Sinks 1990-2020*. Accessed January 20, 2023. https://www.epa.gov/system/files/documents/2022-04/us-ghg-inventory-2022-main-text.pdf

[34] California Air Resources Board. *2019 Edition, California Greenhouse Gas Emission Inventory: 2000 – 2017*. Accessed October 24, 2022. https://ww3.arb.ca.gov/cc/inventory/pubs/reports/2000_2017/ghg_inventory_trends_00-17.pdf

[35] Bay Area Air Quality Management District. *Bay Area Emissions Inventory Summary Report: Greenhouse Gases Base Year 2011*. Accessed October 24, 2022. http://www.baaqmd.gov/~/media/files/planning-and-research/emission-inventory/by2011_ghgsummary.pdf

Impact GHG-1:	The project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. **(Less than Significant Impact with Mitigation Incorporated)**

Construction-Related GHG Emissions

Construction of the project would result in the temporary generation of GHG emissions. Emissions would originate from mobile and stationary construction equipment exhaust and employee and haul truck vehicle exhaust. Construction-related GHG emissions would vary substantially depending on the level of activity, length of the construction period, specific construction operations, types of equipment, and number of personnel.

BAAQMD has not established a quantitative threshold for assessing construction-related GHG emissions. Rather, BAAQMD recommends evaluating whether construction activities would conflict with statewide emission reduction goals and implement feasible Best Management Practices. Mitigation Measure GHG-1.1 below would require the project to comply with these measures.

MM GHG-1.1: Prior to issuance of any discretionary permits that would allow construction (grading, excavation, building, etc.) activities, the applicant shall submit a construction management plan that demonstrates that the project will implement the following measures prior to and during construction:

- Alternative fueled (e.g. biodiesel, electric) construction vehicles/equipment shall make up at least 15 percent of the fleet;
- Buildings shall be constructed with local building materials of at least 10 percent (sourced from within 100 miles of the City limits); and
- Contractors shall recycle and reuse at least 50 percent of construction waste materials.

Implementation of the MM GHG-1.1 would ensure that the project complies with BAAQMD's Best Management Practices for reducing construction-related GHG emissions, and therefore construction of the project would not generate GHG emissions that may have a significant impact on the environment. **(Less than Significant Impact with Mitigation Incorporated)**

Operational-Related GHG Emissions

As discussed in Section 4.8.1.1, BAAQMD no longer relies on quantitative thresholds to evaluate the climate change impacts associated with GHG emissions generated by project operation. Instead, BAAQMD in April 2022 adopted new qualitative thresholds for assessing the impacts that projects and plans would have on climate change (refer to Table 4.8-1). In order to have a less than significant impact as relates to operational-related GHG emissions, projects under the new thresholds must demonstrate compliance with the locally adopted GHG reduction strategy, or include the project design elements identified in Table 4.8-1. As of February 2023, the City of San Bruno has not

adopted a GHG reduction strategy. Accordingly, an analysis of the project in comparison with the required BAAQMD project design elements is provided below in Table 4.8-2.

Table 4.8-2: BAAQMD Project Design Elements Comparison

BAAQMD Project Design Element	Proposed Project Design
Project Design Element A.1.a: The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).	The project would be required by the 2022 CALGreen code to be all-electric ready. With adherence to MM GHG-1.2 (described below), which would prohibit the construction of natural gas infrastructure and the use of natural gas appliances, the project would be in compliance with BAAQMD project design element A.1.a. **(Compliant)**
Project Design Element A.1.b: The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b)of the State CEQA Guidelines.	As documented in Section 4.6.2 under Impact EN-1, the project would not result in any wasteful, inefficient, or unnecessary energy usage. **(Compliant)**
Project Design Element A.2.a: Achieve a reduction in project-generated vehicle miles traveled (VMT) below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts.	As documented in Section 4.17 under Impact TRN-2, the project would have a less than significant VMT impact under the San Mateo County VMT Policy. The San Mateo County VMT Policy and associated VMT targets and screening criteria is based on the State of California Governor's Office of Planning and Research's December 2018 Technical Advisory. **(Compliant)**
Project Design Element A.2.b: Achieve compliance with off-street electric vehicle requirements in the most recently adopted version of CALGreen Tier 2.	Under the 2022 CALGreen Tier 2 requirements, non-residential projects with 76-100 parking spaces are required to provide five electric vehicle parking spaces. The project proposes to provide 82 employee and customer parking spaces (vehicle storage spaces are not subject to this requirement), and proposes to provide 12 electric vehicle spaces. **(Compliant)**

Source: Illingworth & Rodkin, Inc. *Crossings Sites Genesis & Hyundai Dealership & Service Center Air Quality Assessment*. January 2023.

As noted in Table 4.8-2, the project would be required to be all-electric ready pursuant to the 2022 CALGreen code. However, if the project ultimately requires natural gas appliances or connections to support the automobile repair service and ancillary activities, the project would be non-compliant with BAAQMD's project-level design element thresholds.

Mitigation Measures:

MM GHG-1.2: The final project design shall exclude the construction of natural gas infrastructure and the use of natural gas appliances. Proof of compliance with the aforementioned prohibitions on natural gas infrastructure and appliances shall be submitted to the Director of Community and Economic Development or the Director's designee prior to the issuance of building permits.

As discussed in Table 4.8-2, adherence with MM GHG-1.2 would ensure that the project is compliant with BAAQMD project design element A.1.a, and the project as currently designed is compliant with all other BAAQMD project-level thresholds for building design. Additionally, as discussed in Section 4.17.2 under Impact TRN-2, the project would result in a net reduction in regional VMT, corresponding to a net reduction in GHG emissions generated by project-related vehicle trips. Accordingly, the project would be consistent with the plan- and project-level thresholds set forth by BAAQMD that are designed to support the State's long-term goal of carbon neutrality. For these reasons, the project (with adherence to MM GHG-1.1 and MM GHG-1.2) would not generate GHG emissions that would have a significant impact on the environment. **(Less than Significant Impact with Mitigation Incorporated)**

Impact GHG-2: The project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. **(Less than Significant Impact)**

AB 32 and SB 32

AB 32 as originally adopted in 2006 set forth targets that would reduce statewide GHG emissions to 1990 levels by 2020. SB 32 amended AB 32 and set forth targets to reduce statewide GHG emissions to 40 percent below the 1990 level by 2030. As discussed under Impact GHG-1, the project supports the State's short-term goal of achieving a 40 percent reduction in GHG emissions below 1990 levels by 2030 and the State's long-term goal of achieving carbon neutrality by 2045. Accordingly, the project would not conflict with AB 32 or SB 32. **(Less than Significant Impact)**

SB 375 and Plan Bay Area 2050

As discussed in Section 4.8.1.2, Plan Bay Area 2050 is the SB 375-mandated SCS for the nine-county Bay Area region, which encompasses the City of San Bruno. Plan Bay Area 2050 establishes a course for reducing per capita GHG emissions through the promotion of infill development near transit, particularly within identified Priority Development Areas (PDAs).

The project site is located within the San Bruno "Transit Corridors" PDA, and would result in a net reduction in regional VMT (refer to Section 4.17.2 Transportation Impact Discussion) and a corresponding decrease in GHG emissions generated by project-related vehicle trips.[36] Therefore the project directly supports implementation of Plan Bay Area 2050 and by extension, SB 375. **(Less than Significant Impact)**

[36] Metropolitan Transportation Commission. "Priority Development Areas (Plan Bay Area 2050)". Accessed January 25, 2023. https://opendata.mtc.ca.gov/datasets/priority-development-areas-plan-bay-area-2050

2017 Clean Air Plan

As discussed in detail in Section 4.4 Air Quality under Impact AIR-1, the project is consistent with the 2017 Clean Air Plan. **(Less than Significant Impact)**

2022 CARB Scoping Plan

As discussed under Impact GHG-1, the project supports the State's short-term goal of achieving a 40 percent reduction in GHG emissions below 1990 levels by 2030 and the State's long-term goal of achieving carbon neutrality. Therefore, the project would not conflict with the 2022 CARB Scoping Plan. **(Less than Significant Impact)**

4.9 HAZARDS AND HAZARDOUS MATERIALS

The following discussion is based, in part, on a Remedial Action Workplan prepared for the project by PES Environmental, Inc. A copy of this report, dated July 2002, is attached to this Initial Study as Appendix D.

4.9.1 Environmental Setting

4.9.1.1 *Regulatory Framework*

Overview

The storage, use, generation, transport, and disposal of hazardous materials and waste are highly regulated under federal and state laws. In California, the EPA has granted most enforcement authority over federal hazardous materials regulations to the California Environmental Protection Agency (CalEPA). In turn, local agencies have been granted responsibility for implementation and enforcement of many hazardous materials regulations under the Certified Unified Program Agency (CUPA) program.

Worker health and safety and public safety are key issues when dealing with hazardous materials. Proper handling and disposal of hazardous material is vital if it is disturbed during project construction. Cal/OSHA enforces state worker health and safety regulations related to construction activities. Regulations include exposure limits, requirements for protective clothing, and training requirements to prevent exposure to hazardous materials. Cal/OSHA also enforces occupational health and safety regulations specific to lead and asbestos investigations and abatement.

Federal and State

Federal Aviation Regulations Part 77

Federal Aviation Regulations, Part 77 Objects Affecting Navigable Airspace (FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the Federal Aviation Administration (FAA) be notified of certain proposed construction projects located within an extended zone defined by an imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above the ground.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA), enacted in 1976, is the principal federal law in the United States governing the disposal of solid waste and hazardous waste. RCRA gives the EPA the authority to control hazardous waste from the "cradle to the grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also sets forth a framework for the management of non-hazardous solid wastes.

The Federal Hazardous and Solid Waste Amendments (HSWA) are the 1984 amendments to RCRA that focused on waste minimization, phasing out land disposal of hazardous waste, and corrective

action for releases. Some of the other mandates of this law include increased enforcement authority for the EPA, more stringent hazardous waste management standards, and a comprehensive underground storage tank program.[37]

Government Code Section 65962.5

Section 65962.5 of the Government Code requires CalEPA to develop and update a list of hazardous waste and substances sites, known as the Cortese List. The Cortese List is used by state and local agencies and developers to comply with CEQA requirements. The Cortese List includes hazardous substance release sites identified by the Department of Toxic Substances Control (DTSC) and State Water Resources Control Board (SWRCB).[38]

Toxic Substances Control Act

The Toxic Substances Control Act (TSCA) of 1976 provides the EPA with authority to require reporting, record-keeping and testing requirements, and restrictions relating to chemical substances and/or mixtures. Certain substances are generally excluded from TSCA, including, among others, food, drugs, cosmetics, and pesticides. The TSCA addresses the production, importation, use, and disposal of specific chemicals including polychlorinated biphenyls (PCBs), asbestos, radon, and lead-based paint.

California Accidental Release Prevention Program

The California Accidental Release Prevention (CalARP) Program aims to prevent accidental releases of regulated hazardous materials that represent a potential hazard beyond the boundaries of a property. Facilities that are required to participate in the CalARP Program use or store specified quantities of toxic and flammable substances (hazardous materials) that can have off-site consequences if accidentally released. The San Mateo County Department of Environmental Health reviews CalARP risk management plans as the CUPA.

Regional and Local

San Mateo County Comprehensive Airport Land Use Plan

The Airport Land Use Compatibility Plan (ALUCP) for the Environs of the San Francisco International Airport (SFO), prepared by the City/County Association of Governments of San Mateo County (C/CAG), is a State-mandated land use compatibility plan that addresses the compatibility of surrounding land uses in local jurisdictions with airport operations.

The ALUCP establishes safety compatibility policies to protect public health and safety by minimizing the public's exposure to the risk associated with potential aircraft accidents in the airport vicinity. The ALUCP identifies five safety compatibility zones in the vicinity of SFO.

[37] United States Environmental Protection Agency. "Summary of the Resource Conservation and Recovery Act." Accessed July 20, 2022. https://www.epa.gov/laws-regulations/summary-resource-conservation-and-recovery-act.
[38] California Environmental Protection Agency. "Cortese List Data Resources." Accessed July 20, 2022. https://calepa.ca.gov/sitecleanup/corteselist/.

The ALUCP also establishes airport vicinity height limitations to protect public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around an airport and to protect the operational capability of airports. As noted in the ALUCP, the height of new development must be maintained below critical aeronautical surfaces.

Noise compatibility policies described within the ALUCP are intended to minimize the exposure of residents and occupants of future noise-sensitive development to excessive noise. CNEL noise contours identify areas where noise exposure is great enough to warrant land use controls to promote noise compatibility. The ALUCP includes forecasted CNEL noise contours through the year 2020. Commercial uses are considered compatible with noise levels up to 75 dB.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts of hazards and hazardous materials resulting from planned development within the City, including the following:

Policies	Description
LUD-E	Ensure that new development, especially in residential neighborhoods, is sensitive to existing uses, and is of the highest quality design and construction.
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
ERC-20	Require implementation of Best Management Practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.
HS-C	Reduce the potential for damage from seismic hazards through geotechnical analysis, hazard abatement, emergency preparedness, and recovery planning.
HS-E	Ensure the health, safety, and welfare of San Bruno residents by requiring appropriate use, disposal, and transport of hazardous materials.
HS-G	Ensure that all development heeds safety precautions from the San Francisco International Airport.
HS-23	Ensure appropriate clean-up of all former commercial and industrial sites according to relevant regulatory standards prior to reuse.
HS-24	Control the transport of hazardous substances to minimize potential hazards to the local population. Identify appropriate regional and local routes for transportation of hazardous materials, and require that fire and emergency personnel can easily access these routes for response to spill incidents.
HS-25	Review and revise City regulations regarding manufacturing, storage, and usage of hazardous materials as necessary to minimize potential hazards.
HS-26	Restrict siting of businesses that use, store, process, or dispose of large quantities of hazardous materials in areas subject to seismic fault rupture or strong ground shaking (Figure 7-2).

Policies	Description
HS-27	Initiate a public awareness campaign—through flyers, website, and mailings—about household hazardous waste management, control, and recycling through San Mateo County programs and San Bruno Garbage.
HS-30	Regulate development on sites with known or suspected contamination of soil and/or groundwater to ensure that construction workers, the public, future occupants, and the environment are adequately protected from hazards associated with contamination, in accordance with federal, State, and local rules, regulations, policies, and guidelines.
HS-31	Require that developers compact infill soil following the removal of underground storage tanks.
HS-39	Pursue mitigation of noise impacts from the San Francisco International Airport to the fullest extent possible. Support and advocate for operational practices, changes to aircraft, new technologies, and physical improvements that would reduce the area in San Bruno impacted by aircraft noise.
HS-48	Work together with other affected cities, the Airport Land Use Commission, and San Mateo County to achieve further reduction of SFO airport-generated noise and safety concerns.
HS-49	Require all new development to comply with FAR Part 77 and San Mateo County CALUP height restriction and safety compatibility standards, in accordance with Airport Land Use Commission guidelines.
HS-51	Require all new development to comply with FAR Part 77 height restriction standards, in accordance with Airport Land Use Commission guidelines.
PFS-F	Provide adequate public safety services for all San Bruno properties – including police protection, fire suppression, emergency medical care, and emergency management.
PFS-30	Require installation and maintenance of fire protection measures in high-risk and urban-interface areas: • Proper siting and access; • Brush clearance (non-fire resistant landscaping 50 feet from structures); • Use of fire resistive materials (pressure-impregnated, fire resistive shingles or shakes); • Landscaping with fire resistive species; and • Installation of early warning systems (alarms and sprinklers).
PFS-31	Ensure adequate fire water pressure as a condition of approval for all new development projects.

Ordinance 1284

Adopted in June 1977, this ordinance limits building heights to 50 feet or three stories unless approved by City voters and prohibits increases of residential densities in areas zoned residential as of 1974.

4.9.1.2 *Existing Conditions*

The project site is located within the historic boundaries of Rancho Buri Buri, a 29.21-acre area used for cattle ranching. The project site was undeveloped until 1930, when it was developed with a small

building of unknown use and association. The building was subsequently demolished in the early 1940s to allow for the construction of the Camp Terry B. Thompson Naval Base (Naval Advanced Personnel Depot). Between 1946 and 2002, the project site was occupied by two small naval buildings and partially occupied by a third, larger building. In 2002, all buildings at the project site were demolished, and the site has remained undeveloped since that time, although other development has occurred in the Specific Plan Area, pursuant to the specific plan regulations. During the 57 years that the U.S. Navy occupied the site, it was used for personnel processing, record storage, and administrative and engineering offices.

In 2000, a Phase I Environmental Site Assessment (ESA) was prepared for a 20-acre area that encompassed the project site by PES Environmental Inc. that included historical records, maps, and aerial photographs, a site inspection and surrounding area reconnaissance, and a review of regulatory agency lists of sites with potential environmental concerns. The following potential areas of concern were identified in the Phase I ESA:

- Potential solvent use and disposal at the former off-site dry cleaner located north of Building B-101;
- Potential petroleum hydrocarbons or solvent usage at the then current auto repair shop located at the northeastern portion of Building B-100;
- Potential petroleum hydrocarbons or solvent usage at the former public works garage at Building A-205;
- Potential pesticide/herbicide and arsenic residues in shallow soil adjacent to or beneath buildings or within the former gardening area; and
- Potential lead compounds in soil resulting from painting activities and/or flaking and fallout of paint onto soil surfaces within areas immediately surrounding the buildings.

Subsequently, a Phase II ESA was prepared in 2001 to assess whether soil or groundwater had been affected by hazardous substances from either on- or off-site sources. Additional focused soil characterization was conducted between September and November 2001 to further assess the extent of organochlorine pesticides and lead previously identified in soil. During the course of the investigations, soil gas samples were collected from eight locations, groundwater samples were collected from 10 borings, soil samples were collected from three borings and 323 soil samples were collected from 324 locations. The results of the aforementioned sampling detected organochloride pesticides (chlordane, dieldrin) and lead in soils in excess of commercial and residential environmental screening levels (ESLs). No contamination in groundwater or soil gas in excess of DTSC's thresholds was detected.

Between July 2002 and November 2002, approximately 3,000 cubic yards of contaminated soil was removed from the project site and surrounding area in accordance with a July 2002 Remedial Action Plan based on the results of the Phase II ESA. Excavated areas were backfilled with uncontaminated soil, and subsequent testing determined that no residual contamination in excess of the DTSC's ESLs was present. Accordingly, the DTSC certified the completion of the Remedial Action Plan and approved the project site for unrestricted future land use development.

Airport Hazards

The project site is located within the SFO Land Use Plan Airport Influence Area B, which requires projects to be consistent with the goals and policies of the ALUCP. The SFO runway is approximately 1.3-miles southeast of the site. The site is within the Community Noise Equivalent Level (CNEL) noise contour (65 decibels) but not within the Outer Boundary of Safety Zones.[39] Pursuant to Figure IV-11 in the SFO ALUCP, any proposed construction in excess of 30 feet at the project site must notify the FAA in accordance with FAR Part 77. Critical aeronautical surfaces at the project site range between 65 and 100 feet above ground level (AGL).

Wildland Fire Hazards

The subject site is in a Local Responsibility Area (LRA) which has not been mapped by CAL FIRE or received a severity zone designation.[40] The project site is also not within a wildland fire hazard area; however, a southern portion of the project site is within a designated Wildland/Urban Interface Hazard Area, which includes developed areas within the city with the potential to be exposed to wildland fires.[41]

4.9.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
2) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
3) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐

[39] City/County Association of Governments of San Mateo County Redwood City, California. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.* Exhibit IV-2. November 2021. Accessed July 26, 2022. https://ccag.ca.gov/wp-content/uploads/2014/10/Consolidated_CCAG_ALUCP_November-20121.pdf

[40] California Department of Forestry and Fire Protection's Fire and Resource Assessment Program. "Fire Hazard Severity Zones in State Responsibility Areas". Accessed January 20, 2023. https://calfire-forestry.maps.arcgis.com/apps/webappviewer/index.html?id=4466cf1d2b9947bea1d4269997e86553.

[41] City of San Bruno. *San Bruno General Plan*. Adopted March 24, 2009. Figure 8-2. https://www.sanbruno.ca.gov/DocumentCenter/View/1666/General-Plan-Complete-PDF

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
4) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
5) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☒	☐	☐
6) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
7) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Impact HAZ-1: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. **(Less than Significant Impact)**

Construction of the project would involve the routine transport, use, and disposal of hazardous materials such as fuel, solvents, paints, oils, grease, and caulking. Such transport, use, and disposal must be compliant with the RCRA, U.S. Department of Transportation hazardous materials regulations, and Cal/OSHA regulations. In addition, the San Bruno General Plan contains several policies (refer to Section 4.9.1.2) that ensure hazardous materials are appropriately transported, used, and disposed of. Therefore, the transport, use, or disposal of hazardous materials during future construction activities would not create a significant hazard to the public or the environment.

Small quantities of cleaning supplies, maintenance chemicals, and herbicides and pesticides for landscape maintenance would be stored and used in operation of the proposed project. Additionally, hazardous materials associated with automotive parts and hazardous wastes associated with automotive servicing would be handled, stored, and ultimately disposed of during operation. No other hazardous materials would be used or stored on-site. The presence of these types of hazardous materials are routine and common in urbanized areas and do not pose a heightened risk to the public or environment, and the handling, storage, and disposal of these materials would be done in accordance with the aforementioned federal and state regulations. For these reasons, operation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Impact HAZ-2:	The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. **(Less than Significant Impact)**

There are no buildings on-site, and therefore the project would not demolish any buildings that could lead to the release of hazardous building materials, such as polychlorinated biphenyls, asbestos-containing materials, or lead-based paint. As documented in Section 4.9.1.2, there is no contamination present on-site in excess of the DTSC's ESLs, and the project site is approved for unrestricted future land use development. For these reasons, construction of the project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. As discussed under Impact HAZ-1, hazardous materials used during project operation would be handled, stored, and disposed of in accordance with the aforementioned federal and state regulations and would not create a significant hazard to the public or the environment.

Impact HAZ-3:	The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. **(Less than Significant Impact)**

Within the vicinity of the project site, there is one school (El Portal Special Education School, located at 1290 Commodore Drive) that is located within a quarter mile of the project site.

As discussed in Impact HAZ-1, hazardous materials used during construction would not create a significant hazard, and there is no contaminated soil on-site. During operation of the proposed project, there would be no hazardous emissions, and the only hazardous materials handled would be cleaning supplies, landscaping chemicals, and automobile-related hazardous materials and wastes. The storage, use, and transport of these types of materials in the vicinity of school facilities is common and does not pose an acute risk to students and employees at these sites. Further, these materials would be transported, used, and disposed of in compliance with federal and state regulations. Accordingly, construction and operation of the proposed project would not pose a risk to an existing or proposed school.

Impact HAZ-4:	The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment. **(No Impact)**

The project site is not included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Therefore, there would be no impact.

Impact HAZ-5:	The project would not be located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport. The project would not result in a safety hazard or excessive noise for people residing or working in the project area. **(Less than Significant Impact with Mitigation Incorporated)**

The project is located within the SFO Land Use Plan Airport Influence Area B, which requires projects to be consistent with the goals and policies of the ALUCP. Federal Aviation Regulations, Part 77, "Objects Affecting Navigable Airspace" (referred to as FAR Part 77) sets forth standards and review requirements for protecting the airspace for safe aircraft operation, particularly by restricting the height of potential structures and minimizing other potential hazards (such as reflective surfaces, flashing lights, and electronic interference) to aircraft in flight. These regulations require that the FAA be notified of certain proposed construction projects located within an extended zone defined by an 100:1 imaginary slope radiating outward for several miles from an airport's runways, or which would otherwise stand at least 200 feet in height above ground. The project proposes to build an automobile dealership building with a maximum height of 50 feet. Based on the mapped imaginary surfaces, the project, which would be 50 feet in height, would be required to file FAA Form 7460-1, Notice of Proposed Construction or Alteration, at least 30 days prior to construction the ensure that the project would be reviewed for aviation compatibility, or obtain a signed exemption form pursuant to 14 CFR Part 77.9(b) be submitted prior to construction.[42]

As stated in Section 4.9.1.2 the project site is approximately 1.3 miles northwest from the SFO runway termination point, beyond the outer boundary of safety compatibility zones. The proposed non-residential use of the site is compatible with the 65-70 dB CNEL noise contours, and the proposed building height of 50 feet is below the mapped critical aeronautical surfaces of 65 feet and higher. However, the use of construction equipment (such as building cranes) or the construction of buildings with heights in excess of 65 feet AGL could pose a safety hazard to construction workers.

Mitigation Measures:

MM HAZ-5.1: Prior to the issuance of any building permits, the applicant shall provide evidence to the Director of Community and Economic Development or the Director's designee that the Federal Aviation Administration has reviewed the proposed construction plan and issued a Determination of No Hazard that confirms that the use of construction equipment would not be an obstruction to air navigation and would not have a substantial aeronautical impact.

MM HAZ-5.1 would ensure that the FAA, as part of its review under FAR Part 77, has reviewed the proposed construction plan and determined that the use of construction equipment, including equipment that may penetrate critical aeronautical surfaces, would not create a safety hazard for construction workers. Therefore, future development of the site would not result in a safety hazard for construction workers and future employees at the project site.

[42] City/County Association of Governments of San Mateo County Redwood City, California. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport*. Exhibit IV-10. November 2012.

Impact HAZ-6:	The project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. **(Less than Significant Impact)**

Development of the proposed project would not physically interfere with an adopted emergency response or evacuation plan. During construction, streets, roadways, and trails would not be permanently blocked such that emergency vehicles would be unable to access the site or surrounding sites. The proposed off-site sales vehicle unloading area (refer to Section 3.2.4.3) would be 15-feet wide and would not obstruct emergency vehicles using the adjacent 20-foot wide drive aisle during unloading of sales vehicles. Additionally, the project would be constructed in compliance with all applicable Building and Fire Codes adopted by the City of San Bruno. For these reasons, the proposed development would not impair implementation or physically interfere with emergency plans.

Impact HAZ-7:	The project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires. **(Less than Significant Impact)**

As discussed in Section 4.9.1.2, a portion of the project site is within a Wildland/Urban Interface Area. Adherence with General Plan Policy PFS-30 would require the project to install and maintain a variety of fire protection measures and be built to 2022 California Fire Code standards with fire suppression systems. Further, as discussed in Section 4.15 under Impact PS-1, fire protection services are adequate to meet new demand generated by the project. For these reasons, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.

4.10 HYDROLOGY AND WATER QUALITY

4.10.1 Environmental Setting

4.10.1.1 *Regulatory Framework*

Federal and State

The federal Clean Water Act and California's Porter-Cologne Water Quality Control Act are the primary laws related to water quality in California. Regulations set forth by the Environmental Protection Agency (EPA) and the State Water Resources Control Board (SWRCB) have been developed to fulfill the requirements of this legislation. EPA regulations include the National Pollutant Discharge Elimination System (NPDES) permit program, which controls sources that discharge pollutants into the waters of the United States (e.g., streams, lakes, bays, etc.). These regulations are implemented at the regional level by the Regional Water Quality Control Boards (RWQCBs). The project site is within the jurisdiction of the San Francisco Bay RWQCB.

Under Section 303(d) of the federal Clean Water Act, the SWRCB and RWQCBs are required to identify impaired surface water bodies that do not meet water quality standards and develop total maximum daily loads (TMDLs) for contaminants of concern. The list of the state's identified impaired surface water bodies, known as the "303(d) list" can be found on the on the RWQCB's website.[43]

National Flood Insurance Program

The Federal Emergency Management Agency (FEMA) established the National Flood Insurance Program (NFIP) to reduce impacts of flooding on private and public properties. The program provides subsidized flood insurance to communities that comply with FEMA regulations protecting development in floodplains. As part of the program, FEMA publishes Flood Insurance Rate Maps (FIRMs) that identify Special Flood Hazard Areas (SFHAs). An SFHA is an area that would be inundated by the one-percent annual chance flood, which is also referred to as the base flood or 100-year flood.

Statewide Construction General Permit

The SWRCB has implemented an NPDES General Construction Permit for the State of California (Construction General Permit). For projects disturbing one acre or more of soil, a Notice of Intent (NOI) must be filed with the RWQCB by the project sponsor, and a Storm Water Pollution Prevention Plan (SWPPP) must be prepared by a qualified professional prior to commencement of construction and filed with the RWQCB by the project sponsor. The Construction General Permit includes requirements for training, inspections, record keeping, and, for projects of certain risk levels, monitoring. The general purpose of the requirements is to minimize the discharge of pollutants and to protect beneficial uses and receiving waters from the adverse effects of construction-related storm water discharges.

[43] San Francisco Regional Water Quality Control Board. "The 303(d) List of Impaired Water Bodies." Accessed August 11, 2022. https://www.waterboards.ca.gov/sanfranciscobay/water_issues/programs/TMDLs/303dlist.html.

Regional and Local

San Francisco Bay Basin Plan

The San Francisco Bay RWQCB regulates water quality in accordance with the Water Quality Control Plan for the San Francisco Bay Basin (Basin Plan). The Basin Plan lists the beneficial uses that the San Francisco Bay RWQCB has identified for local aquifers, streams, marshes, rivers, and the San Francisco Bay, as well as the water quality objectives and criteria that must be met to protect these uses. The San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. The Basin Plan also describes watershed management programs and water quality attainment strategies.

South Westside Basin Groundwater Management Plan[44]

The South Westside Basin Groundwater Management Plan (GWMP) was completed in July 2012 as a joint effort between CalWater, the SFPUC, and the Cities of Daly City and San Bruno that superseded prior groundwater management and planning efforts. The GWMP was prepared pursuant to Assembly Bill 3030 (AB 3030; codified in CWC §10750 et seq.). The GWMP ensures a sustainable, high quality, reliable water supply at a fair price for beneficial uses achieved through local groundwater management. The GWMP provides steps for monitoring water quality and quantity in the South Westside Groundwater Basin. Each groundwater well identified in the GWMP has defined triggers for overdraft, seawater intrusion, various water quality measures, and has identified two levels of trigger thresholds for each groundwater well based on historical water levels, and actions to address the trigger that is met. The GWMP includes the following elements:

- Groundwater Storage and Quality Monitoring
- Control of Saltwater Intrusion
- Conjunctive Use
- Recycled Water
- Source Water Protection

The GWMP indicates that the basin, which has been identified as a Very Low-priority groundwater basin by the California Department of Water Resources, is not in overdraft and is capable of supplying San Bruno with up to 2.1 million gallons daily (MGD) on a long-term basis.

Municipal Regional Permit Provision C.3

The San Francisco Bay RWQCB re-issued the Municipal Regional Stormwater NPDES Permit (MRP) in May 2022 to regulate stormwater discharges from municipalities and local agencies (co-permittees) in Alameda, Contra Costa, San Mateo, and Santa Clara Counties, and the cities of Fairfield, Suisun City, and Vallejo.[45] Under Provision C.3 of the MRP, new and redevelopment projects that create or replace 5,000 square feet or more of impervious surface area are required to

[44] City of San Bruno and West Yost Associates. *Water System Master Plan*. December 2021.
[45] California Regional Water Quality Control Board San Francisco Region. *Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008*. May 11, 2022

implement site design, source control, and Low Impact Development (LID)-based stormwater treatment controls to treat post-construction stormwater runoff. LID-based treatment controls are intended to maintain or restore the site's natural hydrologic functions, maximizing opportunities for infiltration and evapotranspiration, and using stormwater as a resource (e.g. rainwater harvesting for non-potable uses). The MRP also requires that stormwater treatment measures are properly installed, operated, and maintained.

In addition to water quality controls, the MRP requires new development and redevelopment projects that create or replace one acre or more of impervious surface to manage development-related increases in peak runoff flow, volume, and duration, where such hydromodification is likely to cause increased erosion, silt pollutant generation, or other impacts to local rivers, streams, and creeks. Projects may be deemed exempt from these requirements if: (1) the post-project impervious surface area is less than, or the same as, the pre-project impervious surface area; (2) the project is located in a catchment that drains to a hardened (e.g., continuously lined with concrete) engineered channel or channels or enclosed pipes, which extend continuously to the Bay, Delta, or flow-controlled reservoir, or, in a catchment that drains to channels that are tidally influenced; or (3) the project is located in a catchment or subwatershed that is highly developed (i.e., that is 70 percent or more impervious).[46]

Municipal Regional Permit Provision C.12.f

Provision C.12.f of the MRP requires co-permittee agencies to implement a control program for PCBs that reduces PCB loads by a specified amount during the term of the permit, thereby making substantial progress toward achieving the urban runoff PCBs wasteload allocation in the Basin Plan by March 2030.[47] Programs must include focused implementation of PCB control measures, such as source control, treatment control, and pollution prevention strategies. Municipalities throughout the Bay Area are updating their demolition permit processes to incorporate the management of PCBs in demolition building materials to ensure PCBs are not discharged to storm drains during demolition. Buildings constructed between 1950 and 1980 that are proposed for demolition must be screened for the presence of PCBs prior to the issuance of a demolition permit. Single-family residential and wood frame structures are exempt.

San Mateo Countywide Water Pollution Prevention Program

The San Mateo Countywide Water Pollution Prevention Program (SMCWPPP) was established in 1990 to reduce the pollution carried by stormwater into local creeks, San Francisco Bay, and the Pacific Ocean. The program is a partnership of the C/CAG, each incorporated city and town in the county, and the County of San Mateo, which share a common National Pollutant Discharge Elimination System permit. The SMCWPPP includes pollution reduction activities for construction sites, illegal discharges and illicit connections, new development, and municipal operations. The program also includes a target pollutant reduction strategy and monitoring program.

[46] The Hydromodification Applicability Maps developed the permittees under Order No. R2-2009-0074 were prepared using this standard, adjusted to 65 percent imperviousness to account for the presence of vegetation on the photographic references used to determine imperviousness. Thus, the maps for Order No. R2-2009-0074 are accepted as meeting the 70 percent requirement.

[47] California Regional Water Quality Control Board San Francisco Region. *Municipal Regional Stormwater NPDES Permit, Order No. R2-2022-0018, NPDES Permit No. CAS612008*. May 11, 2022

San Mateo County Flood Control District

The San Mateo County Flood Control District provides financing for flood control projects and manages the larger network of pipes, trenches, culverts, detention basins, and open channels throughout the district. There are three active flood control zones within this district: Colma Creek, San Bruno Creek, and San Francisquito Creek. The Colma and San Bruno zones intersect the City of San Bruno.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on hydrology and water quality resulting from planned development within the City, including the following:

Policies	Description
ERC-A	Preserve open space essential for the conservation of San Bruno's natural resources – including vegetation, wildlife, soils, water, and air.
ERC-D	Reduce pollution levels within the surface water that San Bruno discharges into the San Mateo County Flood Control District, then into San Francisco Bay.
ERC-3	Protect natural vegetation in park, open space, and scenic areas as wildlife habitat, to prevent erosion, and to serve as noise and scenic buffers.
ERC-4	Encourage the use of Best Management Practices in conserving the city's valuable water supply sources.
ERC-18	Coordinate efforts with the San Mateo County Flood Control District, Caltrans, Golden Gate National Recreation Area, San Francisco Airport, Peninsula Watershed lands, and Junipero Serra County Park to develop or preserve and manage interconnecting wildlife movement corridors.
ERC-19	Regulate new development – specifically industrial uses – as well as construction and demolition practices to minimize pollutant and sediment concentrations in receiving waters and ensure waterbodies within San Bruno and surface water discharged into San Francisco Bay meets or exceeds relevant regulatory water quality standards.
ERC-20	Require implementation of Best Management Practices to reduce accumulation of non-point source pollutants in the drainage system originating from streets, parking lots, residential areas, businesses, and industrial operations.
ERC-23	Regulate new development to minimize stormwater runoff rates and volumes generated by impervious surfaces, and maximize recharge of local groundwater aquifers when feasible. Utilize the recommendations provided in the Bay Area Stormwater Management Agency's Start at the Source Design Guidance Manual for Stormwater Quality Protection.
ERC-24	Require that new development incorporate features into site drainage plans that reduce impermeable surface area and surface runoff volumes. Such features may include: • Additional landscaped areas including canopy trees and shrubs; • Reducing building footprint; • Removing curbs and gutters from streets and parking areas where appropriate to allow stormwater sheet flow into vegetated areas;

Policies	Description
	• Permeable paving and parking area design • Stormwater detention basins to facilitate infiltration; and • Building integrated or subsurface water retention facilities to capture rainwater for use in landscape irrigation and other non-potable uses.
HS-D	Protect sites subject to flooding hazards by implementing storm drainage improvements, and by requiring building design and engineering that meets or exceeds known flood risk requirements.
HS-5	Require preparation of a drainage and erosion control plan for land alteration and vegetation removal on sites greater than 10,000 sq. ft. in size.
HS-16	Design and engineer new or redevelopment projects in potential flood hazard areas (e.g., Belle Air Park) to withstand known flood risk.
HS-18	Require developers to implement erosion and sedimentation control measures to maintain an operational drainage system, preserve drainage capacity, and protect water quality.
HS-20	Retain existing open space areas that serve as detention ponds in order to retain stormwater, recharge aquifers, and prevent flooding.
HS-22	Require that construction-related grading and other activities comply with the Association of Bay Area Governments' (ABAG) Manual of Standards for Erosion and Sediment Control Measures and with the California Stormwater Quality Association (CASQA), Stormwater Best Management Practice Handbook for Construction.

City of San Bruno Urban Runoff Management Policies

Policies related to the management of urban runoff within the City are included in Title 10 of the San Bruno Municipal Code, Municipal Services, and Title 12, Land Use. Best Management Practices as defined in Chapter 10.12, Water Quality Controls, which reduce the presence of pollutants in the stormwater are outlined in Chapter 10.18, Storm Water Management and Discharge Control.

- No person shall throw, deposit, leave, maintain, keep, or permit to be thrown, deposited, placed, left or maintained, any refuse, rubbish, garbage, or other discarded or abandoned objects, articles, and accumulations, in or upon any street, alley, sidewalk, storm drain inlet, catch basin, conduit or other drainage structure, business place, or upon any public or private lot of land in the city, so that the same might be or become a pollutant, except in containers or in lawfully established dumping grounds.
- Standard for Parking Lots and Similar Structures. Persons owning or operating a parking lot, gas station pavement or similar structure shall clean those structures as frequently and thoroughly as practicable in a manner that does not result in discharge of pollutants to the city storm sewer system.
- Best Management Practices for New Developments and Redevelopments. Any construction contractor performing work in the city shall endeavor, whenever possible, to provide filter materials at the catch basin to retain any debris and dirt flowing into the city's storm sewer system. City may establish controls on the volume and rate of storm water runoff from new developments and redevelopments as may be appropriate to minimize the discharge and transport of pollutants.

- Compliance with Best Management Practices. Where best management practices guidelines or requirements have been adopted by the city for any activity, operation, or facility which may cause or contribute to storm water pollution or contamination, illicit discharges, and/or discharge of non-storm water to the storm water system, every person undertaking such activity or operation, or owning or operating such facility shall comply with such guidelines or requirements as may be identified by the director of public works. (Ord. 1558 § 1, 1994)

Provisions for the minimization of the adverse effects of water runoff are also included in Title 12 "Land Use", Article I "Excavation and Grading, Chapter 12.12 "Soils and Engineering Geology Report" and 12.16 "Grading Regulations". As an attached element of the grading plan, Subsection 12.12.050 "Erosion Control" requires an erosion control plan containing:

"Calculations showing estimated surface water runoff on the site and maintenance of non-vegetative erosion control measures. Vegetative control measures shall be in accordance with Association of Bay Area Governments Manual for Surface Runoff Control Measures, pages 1-50 through 1-57, inclusive. (Ord. 1369 § 1, 1981; prior code § 9-1.7(f))"

Per Subsection 12.16.030, "Grading progress and inspection", swales or ditches on terraces shall have a minimum gradient of three percent and shall be paved with reinforced concrete not less than three inches in thickness. They shall have a minimum paved width of five feet. A single run of swale or ditch shall not collect runoff from a tributary area exceeding fifteen thousand square feet (projected) without discharging into a down drain. Sediment basins may also be required by the city engineer to detain runoff and trap sediment during construction until slope erosion planting has been established.

City of San Bruno Storm Drain Master Plan

To identify and address potential flood risks in the City of San Bruno, a Storm Drain Master Plan was adopted by the City in June 2014. In addition to updating the City's flood control guiding document, the Master Plan defines a new Capital Improvement Program to address the storm drain system's capacity deficiencies.

4.10.1.2 *Existing Conditions*

Hydrology and Drainage

San Bruno's Public Works Department Streets and Stormwater Division operates and maintains the storm drainage system in the City. The City of San Bruno contains six watersheds that drain the city. The city's primary drainage basins – San Bruno Creek, Crystal Springs Creek, and Huntington Creek encompass 80 percent of San Bruno's land area. The project site is within the San Bruno Creek drainage basin, which encompasses an area of 1,415 acres of mostly urbanized land, sloping steeply toward the east. It is bounded on the north by the Colma Creek drainage basin and on the south by the Huntington Creek drainage basin. The western edge of the San Bruno Creek drainage basin begins in the coastal range at the boundary with the City of Pacifica, and continues eastward. This basin is heavily urbanized, with approximately 50 percent or more of the creek running underground through culverts. San Bruno Creek is not a natural creek but is composed of a series of channels,

pipes, and detention basins. Both Huntington Creek and Crystal Springs Creek are tributaries of San Bruno Creek.

As it exists, approximately 93 percent (67,269 square feet) of the site is pervious while the remaining seven percent is impervious (5,079 square feet). Within the vicinity of the project site, surface runoff flows into underground pipes, boxes, and channels that ultimately discharge into the San Bruno Channel before being emptied into the San Francisco Bay. The discharge point for the San Bruno Creek drainage basin is the San Bruno Channel, which is maintained by the Flood Control District and located next to the SSF/SB WQCP just north of SFO.[48]

Water Quality

The nearest surface water to the project site is Colma Creek, located approximately 1.2 miles north of the project site. Colma Creek is currently listed on the 303(d) list of impaired waterways for trash pollution. As noted above, surface runoff in the vicinity of the project site drains into San Bruno Creek, which is an underground channel that drains into the San Francisco Bay. San Bruno Creek is not listed on the 303(d) list of impaired waterways.

Groundwater

Prior to 2016, groundwater comprised 50 percent of the City's water supply, but the City's water supply is now predominantly sourced (90 percent) from the San Francisco Public Utilities Commission (SFPUC) and North Coast County Water District (NCCWD) with the remaining supply (10 percent) provided from groundwater from the South Westside Groundwater Basin. The surface water supply is supplied from five surface water supply turnouts. The groundwater is extracted from four wells in the central portion of the 40 square mile (equivalent to 25,600 acres) South Westside Groundwater Basin area.

Between 2019 and 2020, the City of San Bruno supplied 3.12 million gallons per day of water to 11,902 customers, with an average water demand of 69 gallons per resident.[49] The City's 2021 Urban Water Management Plan stated the City has adequate water supplies to support the City's water demands during normal years, but that the City's Water Shortage Contingency Plan would need to be implemented during single- and multiple-dry year scenarios in order to reduce demand to the level of available supplies.[50]

At the project site, groundwater was encountered by CTE Cal, Inc. in borings at 35 feet below ground surface, and historically groundwater has been found 28 feet below ground surface. Therefore, groundwater in the area is estimated to range between 28 to 35 feet bgs. Actual local groundwater flow direction can be influenced by factors such as local surface topography, underground structures, seasonal fluctuations, soil and bedrock geology, and production wells.

[48] City of San Bruno. *San Bruno General Plan*. March 2009.
[49] 3,120,000 gallons / 45,257 residents = 68.9 gallons per resident.
[50] City of San Bruno. *2020 Urban Water Management Plan*. November 2021.

Flooding and Other Hazards

The City of San Bruno has no areas designated by FEMA as 100-year or 500-year floodplains.[51] The project site is within Zone X, an area of minimal flood hazard with less than a 0.2 percent annual chance of flooding.[52]

A tsunami is a large tidal wave caused by an underwater earthquake or volcanic eruption. Tsunamis affecting the Bay Area can result from offshore earthquakes within the Bay Area. Tsunami inundation maps for San Mateo County show that the project site is not within a tsunami inundation area.[53]

A seiche is defined as a standing wave generated by rapid displacement of water within an enclosed body of water (such as a reservoir, lake, or bay) due to an earthquake that triggers land movement within the water body or landsliding into or beneath the water body. The nearest enclosed body of water is San Andreas Lake, approximately 3.5 miles southwest of the project site.

4.10.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
2) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
3) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
– result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
– substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☒	☐

[51] City of San Bruno. *San Bruno General Plan*. Adopted March 24, 2009. Page 7-6.
[52] Federal Emergency Management Agency. *Flood Insurance Rate Map*, *Community Panel No. 05081C0043F*. Map. Effective Date: April 5, 2019.
[53] California Geological Survey. *Tsunami Hazard Area Map.* Accessed December 14, 2022. https://maps.conservation.ca.gov/cgs/informationwarehouse/ts_evacuation/?extent=-13734968.0269%2C4446045.3469%2C-13500153.4761%2C4550305.4535%2C102100&utm_source=cgs+active&utm_content=sanmateo

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
– create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
– impede or redirect flood flows?	☐	☐	☒	☐
4) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
5) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Impact HYD-1: The project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality. **(Less than Significant Impact)**

The water quality of streams, creeks, ponds, and other surface water bodies can be greatly affected by pollution carried in contaminated surface runoff. Pollutants from unidentified sources, known as non-point source pollutants, are washed from streets, construction sites, parking lots, and other exposed surfaces into storm drains. Urban stormwater runoff often contains contaminants such as oil and grease, plant and animal debris (e.g., leaves, dust, animal feces, etc.), pesticides, litter, and heavy metals. In sufficient concentration, these pollutants have been found to adversely affect the aquatic habitats to which they drain.

Construction Activities

Construction activities (e.g., grading and excavation) on the site may result in temporary impacts to surface water quality. When disturbance to underlying soils occurs, the surface runoff that flows across the site may contain sediments that are ultimately discharged into the storm drainage system.

Since the project would disturb approximately 1.66 acres of soil (1.86 acres including the offsite improvements identified in Section 3.2.3.3), the project would be required to submit an NOI to the RWQCB and prepare an SWPPP prior to commencement of construction. In addition to the Construction General Permit, development projects in San Bruno are required to comply with the City's Municipal Code. Specifically, Chapter 12.16 of the City's Municipal Code (refer to Section 4.1.1.1) requires projects to prepare and implement an Erosion Control Plan that ensures they comply with local and regional regulations regarding the reduction of pollutants in stormwater. The Erosion Control Plan would detail BMPs to be implemented during the construction phase to prevent the discard of stormwater pollutants and minimize erosion.

Groundwater on site ranges between 28 and 35 feet bgs, with an estimated northeast flow direction towards the San Francisco Bay. Excavation required to construct the proposed underground levels would extend to a depth of 44 feet bgs, where it may encounter the water table. Any dewatering

required for excavation and construction activities would be required to comply with the Construction General Permit, the NPDES, and the City's Groundwater Discharge Regulations outlined in Section 10.12 of the Municipal Code.

Adherence with the state, regional, and local regulations identified above would ensure that construction of the proposed project would not result in the violation of any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality.

Post-Construction

As discussed in Section 4.10.1.2, 93 percent (67,269 square feet) of the site is pervious while the remaining seven percent is impervious (5,079 square feet). Post-construction, the site would consist of 14,387 square feet of pervious surface (equivalent to approximately 20 percent of the overall site area) and 57,961 square feet of impervious surface (equivalent to approximately 80 percent of the site). In total, the project would increase impervious surfaces on site by 52,882 square feet. Under Provision C.3 of the RWQCB's MRP, redevelopment projects that add and/or replace more than 10,000 square feet of impervious surface are required to design and construct stormwater treatment controls to treat post-construction stormwater runoff. The MRP requires all post-construction stormwater runoff to be treated by numerically sized LID treatment controls, such as biotreatment facilities, unless the project is granted Special Project LID Reduction Credits, which would allow the project to implement non-LID measures for all or a portion of the site depending on the project characteristics. To treat stormwater runoff at the project site, the project proposes four flow-through planters lined with underdrain and one self-treating area. As discussed in Section 3.2.3.2, stormwater runoff at the unloading area would be directed towards new drainage swales connected to the City's stormwater conveyance system. The project would also be required to comply the City's Urban Runoff Management Policies, which ensures new developments follows local and regional regulations regarding the reduction of pollutants in stormwater and implement City BMPs, such as stormwater filters, to reduce such pollutants. Therefore, the project would have a less than significant impact on post-construction water quality.

Impact HYD-2:	The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. **(Less than Significant Impact)**

Groundwater levels can fluctuate due to variations in rainfall and other factors. Groundwater from the South Westside Groundwater Basin supplies approximately 10 percent of the City's water supply. Recharge sources of the South Westside Groundwater Basin include infiltration of rainfall and irrigation water, and leakage from water and sewer pipes.

As discussed under Impact HYD-1, any dewatering required for excavation and construction activities would be required to comply with the Construction General Permit, the NPDES, and the City's Groundwater Discharge Regulations outlined in Section 10.12 of the Municipal Code. The project would rely on existing sources of water and the city's existing water delivery system (refer to Section 4.19 Utilities and Service Systems for a discussion of the project's water demand as it relates to supplies). The project would not establish new groundwater sources or result in a substantial depletion of aquifers relied upon for local water supplies. While the increase of impervious surfaces

by the project would reduce the amount of rainfall on-site that would percolate into the South Westside Groundwater Basin, this change would be insignificant given the combined size of project site and unloading area (1.86 acres) is less than 1/10,000th of a percent of the total South Westside Groundwater Basin area (25,600 acres).

For the reasons stated above, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the South Westside Groundwater Basin.

Impact HYD-3:	The project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would result in substantial erosion or siltation on- or off-site; substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or impede or redirect flood flows. **(Less than Significant Impact)**

There are no watercourses that intersect the project site; therefore, the project would not alter the course of any waterways. Implementation of the Erosion Control Plan as required by Chapter 12.16 of the City's Municipal Code would ensure project construction does not result in substantial erosion or siltation. Although implementation of the project would increase impervious surfaces in comparison with existing conditions, which would result in increased surface runoff, surface runoff would be directed towards four flow-through planters lined with underdrain and one self-treating area which would reduce the rate of stormwater that enters the City's storm drain system.

Stormwater runoff would be minimized in accordance with the Construction General Permit and SWPPP, and the project proposes four flow-through planters lined with underdrain and one self-treating area which would reduce the rate of stormwater that enters the City's storm drain system. Further, Provision C.3 of the RWQCB's MRP would require the project to treat runoff and reduce the rate of runoff during the 'design storm' parameters to pre-project levels. The project would therefore not be expected to negatively impact the capacity of the existing public storm drain system. Additionally, the project would improve the quality of stormwater runoff leaving the site and entering the City's storm drainage system through the filtration of stormwater runoff via the flow-through planters and self-treating area. Stormwater runoff at the unloading area would not be substantially greater than what is generated by the existing roadway, and would be directed towards new drainage swales which would filter stormwater runoff in accordance with the City's Urban Runoff Management Policies. The project would not create substantial new sources of polluted runoff upon adherence with the aforementioned regional and local regulations. The project would, therefore, not substantially alter the drainage pattern of the site or area in a manner which would result in on or offsite erosion, flooding, or runoff impacts.

Impact HYD-4:	The project would not risk release of pollutants due to project inundation in flood hazard, tsunami, or seiche zones. **(Less than Significant Impact)**

The project site is in an area designated as a Flood Zone X, an area with a 0.2 percent chance floodplain. No structures will be placed in a 100-year flood hazard area. The site is also located on relatively flat terrain within an urban area of San Bruno, and there are no nearby hillsides or steep embankments that could present a mudflow hazard. The project site is not located adjacent to any large bodies of water (i.e., the San Francisco Bay), nor is the project site located within a designated tsunami inundation zone. Seiches and tsunamis would be unlikely to affect the project due to its location approximately 1.7 miles inland from the San Francisco Bay. Conditions at the unloading area are the same as described above. Therefore, the project would not risk release of pollutants due to inundation by tsunami, seiche, or mudflow.

Impact HYD-5:	The project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. **(No Impact)**

The project site and unloading area are located in the Westside subbasin of the San Francisco Bay groundwater basin. The Westside subbasin has been identified as a Very Low-priority groundwater basin by the California Department of Water Resources; therefore, a Groundwater Sustainability Plan does not need to be prepared for the subbasin per the requirements of the Sustainable Groundwater Management Act.[54] Therefore, the project would not conflict with a sustainable groundwater management plan.

Additionally, the San Francisco Bay RWQCB implements the Basin Plan by issuing and enforcing waste discharge requirements, including permits for nonpoint sources such as the urban runoff discharged by a City's stormwater drainage system. Compliance with the City's Post-Construction Urban Runoff Policy 6-29 and Provision C.3 of the RWQCB Municipal Regional NPDES Permit (refer to Section 4.10.1.1) would ensure construction-period and post-construction water quality impacts do not occur. By adhering to these policies and regulations the project would not prevent the RWQCB from attaining the water quality objectives set forth in the Basin Plan.

[54] California Department of Water Resources. "Statewide Map of Current SGMA Basin Prioritization". May 1, 2020. Accessed July 28, 2022. https://water.ca.gov/programs/groundwater-management/basin-prioritization

4.11 LAND USE AND PLANNING

4.11.1 Environmental Setting

4.11.1.1 *Regulatory Framework*

Regional

Plan Bay Area 2050

Plan Bay Area 2050 is the long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Chapter 5: Environment of Plan Bay Area 2050 includes three categories of environmental strategies – reduce risks from hazards, expand access to parks and open space, and reduce climate emissions – that are intended to ensure future development conserves and better uses current resources, mitigates the effects of climate change, adapts to hazardous climate events, and minimizes the impacts of disastrous seismic episodes or events. Relevant strategies include:

- Policy EN3: Fund energy upgrades to enable carbon neutrality in all existing commercial and public buildings. Support electrification and resilient power system upgrades in all public and commercial buildings.
- Policy EN4: Maintain urban growth boundaries. Using urban growth boundaries and other existing environmental protections, focus new development within the existing urban footprint or areas otherwise suitable for growth, as established by local jurisdictions.
- Policy EN7: Expand commute trip reduction programs at major employers. Set a sustainable commute target for major employers as part of an expanded Bay Area Commuter Benefits Program, with employers responsible for funding incentives and disincentives to shift auto commuters to any combination of telecommuting, transit, walking and/or bicycling.
- Policy EN8: Expand clean vehicle initiatives. Expand investments in clean vehicles, including more fuel-efficient vehicles and electric vehicle subsidies and chargers.
- Policy EN9: Expand transportation demand management initiatives. Expand investments in programs like vanpools, bikeshare, carshare and parking fees to discourage solo driving.

San Mateo County Comprehensive Airport Land Use Plan

The Airport Land Use Compatibility Plan (ALUCP) for the Environs of the San Francisco International Airport (SFO), prepared by the City/County Association of Governments of San Mateo County (C/CAG), is a State-mandated land use compatibility plan that addresses the compatibility of surrounding land uses in local jurisdictions with airport operations.

The ALUCP establishes safety compatibility policies to protect public health and safety by minimizing the public's exposure to the risk associated with potential aircraft accidents in the airport vicinity. The ALUCP identifies five safety compatibility zones in the vicinity of SFO.

The ALUCP also establishes airport vicinity height limitations to protect public safety, health, and welfare by ensuring that aircraft can safely fly in the airspace around an airport and to protect the

operational capability of airports. As noted in the ALUCP, the height of new development must be maintained below critical aeronautical surfaces.

Noise compatibility policies described within the ALUCP are intended to minimize the exposure of residents and occupants of future noise-sensitive development to excessive noise. CNEL noise contours identify areas where noise exposure is great enough to warrant land use controls to promote noise compatibility. The ALUCP includes forecasted 2015 and 2020 CNEL noise contours. Included in the ALUCP are policies and standards to protect people living in the vicinity of SFO from the effects of aircraft noise. Policy NP-2, Airport/Land Use Compatibility Criteria, establishes criteria to determine the compatibility of proposed land uses in the Airport Noise Compatibility Zones. Commercial uses are considered compatible with noise levels up to 75 dB. Public and institutional uses are generally considered to be conditionally compatible with noise levels up to 70 dB and generally incompatible with noise levels above 70 dB. Residential uses are compatible with noise levels below 65 dB, conditionally compatible with noise levels between 65 and 70 dB, and generally incompatible with noise levels in excess of 70 dB.

Local

City of San Bruno General Plan

The City's 2025 General Plan, adopted in 2009, establishes a vision and action plan for the City's long-term development. The plan outlines goals and policies to encourage balanced development that conserves and revitalizes established neighborhoods and commercial areas, while promoting mixed-use and transit-supportive developments adjacent to transit stations. The resulting land use classifications and development standards that are relevant to the project site are described below in Section 4.11.1.2.

The 2025 General Plan contains goals and policies related to Land Use and Urban Design, Economic Development, Transportation, Open Space and Recreation, Environmental Resources and Conservation, Health and Safety, and Public Facilities and Services. Applicable land use goals and policies from these elements and chapters are identified in the relevant discussions under Section 4.0 of this Initial Study.

4.11.1.2 *Existing Conditions*

The 1.66-acre project site, which was formerly used for cattle ranching and U.S. Navy operations, is presently vacant. The project site has a current General Plan land use designation of Visitor Services and is zoned P-D, Planned Development. The project site is within the U.S. Navy Site and its Environs Specific Plan (U.S. Navy Specific Plan) area, which currently designates the site for "Hotel and Ancillary Uses". These designations allow for the development of the site with a 152-room hotel development.

As shown in Figure 2.5-3, the project site is segregated from development to the south by I-380; surrounding land uses north of I-380 include residential uses to the west and commercial uses to the north and east.

4.11.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Physically divide an established community?	☐	☐	☒	☐
2) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Impact LU-1: The project would not physically divide an established community. **(Less than Significant Impact)**

A physical division of an established community typically refers to the construction of a physical feature (such as a wall, roadway, or railroad tracks) or the removal of a means of access (such as a local roadway or bridge) that would impair mobility within an existing community or between communities.

The proposed project involves the construction of a three-story automobile dealership and surface parking lot; the project does not involve the construction of any physical features or the removal of any transportation facilities that would impede mobility to and from surrounding development.

Impact LU-2: The project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **(Less than Significant Impact)**

Conflicts of a project with land use policies do not, in and of themselves, constitute significant environmental impacts. Policy conflicts are considered environmental impacts only when the policies themselves were adopted for the purpose of avoiding or mitigating an environmental effect. Such conflicts constitute significant environmental impacts only when the resulting direct environmental effects are significant.

Land Use Incompatibility

Potential incompatibility may arise from placing a particular development or land use at an inappropriate location, or from some aspect of the project's design or scope. Depending on the nature of the impacts and its severity, land use compatibility conflicts can range from minor irritation and nuisance to potentially significant effects on human health and safety.

The proposed auto sales and service center is compatible with the proposed Crossing Regional Commercial land use designation which permits sales of vehicles and associated maintenance and repair services. Operations will be conducted within the building and will not create an impact to surrounding uses including the multi-family residential development to the west. Construction

activities under the proposed project could temporarily impact nearby uses (refer to Section 4.3 Air Quality and Section 4.13 Noise). The project would include measures that would reduce potential impacts from these activities to a less than significant level. After construction activities cease, the proposed project would be compatible with the nearby residential and employment-generating uses, and as documented throughout this Initial Study, would not result in significant environmental impacts due to operational activities. **(Less than Significant Impact)**

Consistency with Plans, Policies, and Regulations

Plan Bay Area 2050

As discussed in Section 4.11.1.1, Chapter 5: Environment of Plan Bay Area 2050 includes three categories of environmental strategies intended to ensure future development conserves and better uses current resources, mitigates the effects of climate change, adapts to hazardous climate events, and minimizes the impacts of disastrous seismic episodes or events.

As discussed in Section 4.7.2, the project would not cause substantial adverse effects associated with seismic events. As discussed in Section 4.8.2, the project would not generate GHG emissions that would have a significant impact on the environment or conflict with any plans, policies or regulations adopted for the purpose of reducing GHG emissions. The project would occur within San Bruno city limits, be fully electric, and provide more EV-charging spaces than required by CALGreen, and therefore would be consistent with Strategies EN3, EN4, and EN8. As discussed in Section 4.17.2, the project site is located within a half-mile of high quality transit and would have a less than significant vehicle miles traveled (VMT) impact, and therefore would be consistent with the intent of Strategies EN7 and EN8. Based on the above, the project would be consistent with Plan Bay Area 2050. **(No Impact)**

San Mateo County Comprehensive Airport Land Use Plan

As discussed in Section 4.9.1.1, the ALUCP outlines the types of land uses that are compatible with the SFO. The determination of consistency of the project with the ALUCP considers issues such as general compatibility, noise, safety, height. Pursuant to State law, when a general plan amendment and/or zoning amendment is proposed within Airport Influence Area (AIA) Area B of an adopted Comprehensive Land Use Plan, a referral must be made to the San Francisco Airport Land Use Commission for a consistency determination.

Given that the project site is not located within a safety compatibility zone, the proposed use is permitted by the ALUCP. As discussed in Section 4.9 under Impact HAZ-5, the height of the proposed project would not exceed a critical aeronautical surface, and commercial uses are compatible with the 65 dB CNEL noise contour. **(No Impact)**

City of San Bruno Plans, Policies and Regulations

Local land use and planning policies and regulations adopted for the purpose of avoiding or mitigating adverse environmental effects are contained in the City's 2025 General Plan, U.S. Navy Specific Plan, and Municipal Code. The project's consistency with General Plan, U.S. Navy Specific Plan, and Municipal Code policies and regulations as they pertain to specific environmental impacts associated with a development of the proposed size and use have been evaluated throughout this

Initial Study and found to be less than significant with mitigation incorporated. Accordingly, while the project would require the amendment of the General Plan, and U.S. Navy Specific Plan to allow for the proposed use, amendment of these plans and regulations would not cause a significant environmental impact. **(Less than Significant Impact)**

4.12 MINERAL RESOURCES

4.12.1 Environmental Setting

4.12.1.1 *Regulatory Framework*

State

Surface Mining and Reclamation Act

The Surface Mining and Reclamation Act (SMARA) was enacted by the California legislature in 1975 to address the need for a continuing supply of mineral resources, and to prevent or minimize the negative impacts of surface mining to public health, property, and the environment. As mandated under SMARA, the State Geologist has designated mineral land classifications in order to help identify and protect mineral resources in areas within the state subject to urban expansion or other irreversible land uses which would preclude mineral extraction. SMARA also allowed the State Mining and Geology Board (SMGB), after receiving classification information from the State Geologist, to designate lands containing mineral deposits of regional or statewide significance.

California Geological Survey

As mandated by SMARA, the CGS has classified lands within the San Francisco-Monterey Bay region into Mineral Resource Zones (MRZs) based on the California State Mining and Geology Board guidelines. Areas with an MRZ-1 designation have sufficient information available indicating that there is little to no likelihood of significant mineral deposits. MRZ-2 areas are those where adequate information indicates that significant deposits are present. Areas classified as MRZ-3 contain mineral deposits, but their significance cannot be evaluated from available data. Areas are classified as MRZ-4 where available information is inadequate for assignment to any other MRZ category.[55]

4.12.1.2 *Existing Conditions*

According to the San Bruno General Plan EIR, the City of San Bruno, west of Highway 101 and east of Interstate 280, including the project site, is classified as MRZ-1.

4.12.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒

[55] City of San Bruno. *San Bruno General Plan Draft EIR*. December 2008.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
2) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

Impact MIN-1:	The project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. **(No Impact)**
Impact MIN-2:	The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. **(No Impact)**

The San Mateo County General Plan identifies 13 mineral resources found in San Mateo County and classifies these resources into four categories. Seven of these minerals: chromite, clay, expansible shale, mercury, sand and gravel, sands (specialty), and stone (dimension), are not likely to be used primarily because of limited quantities, urbanization or economic infeasibility.

As described above, the site is classified as MRZ-1, indicating that there is little to no likelihood of significant mineral deposits. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the to residents in the state or region.

4.13 NOISE

The following discussion is based, in part, on a Noise and Vibration Assessment prepared for the project by Illingworth & Rodkin, Inc. A copy of this report, dated February 2023, is attached to this Initial Study as Appendix E.

4.13.1 Environmental Setting

4.13.1.1 *Background Information*

Noise

Factors that influence sound as it is perceived by the human ear, include the actual level of sound, period of exposure, frequencies involved, and fluctuation in the noise level during exposure. Noise is measured on a decibel scale, which serves as an index of loudness. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Each 10 decibel increase in sound level is perceived as approximately a doubling of loudness. Because the human ear cannot hear all pitches or frequencies, sound levels are frequently adjusted or weighted to correspond to human hearing. This adjusted unit is known as the A-weighted decibel, or dBA.

Since excessive noise levels can adversely affect human activities and human health, federal, state, and local governmental agencies have set forth criteria or planning goals to minimize or avoid these effects. Noise guidelines are generally expressed using one of several noise averaging methods, including L_{eq}, DNL, or CNEL.[56] These descriptors are used to measure a location's overall noise exposure, given that there are times when noise levels are higher (e.g., when a jet is taking off from an airport or when a leaf blower is operating) and times when noise levels are lower (e.g., during lulls in traffic flows on freeways or in the middle of the night). L_{max} is the maximum A-weighted noise level during a measurement period.

Vibration

Ground vibration consists of rapidly fluctuating motions or waves with an average motion of zero. Vibration amplitude can be quantified using Peak Particle Velocity (PPV), which is defined as the maximum instantaneous positive or negative peak of the vibration wave. PPV has been routinely used to measure and assess ground-borne construction vibration. Studies have shown that the threshold of perception for average persons is in the range of 0.008 to 0.012 inches/second (in/sec) PPV.

[56] L_{eq} is a measurement of average energy level intensity of noise over a given period of time. Day-Night Level (DNL) is a 24-hour average of noise levels, with a 10 dB penalty applied to noise occurring between 10:00 PM and 7:00 AM. Community Noise Equivalent Level (CNEL) includes an additional five dB applied to noise occurring between 7:00 PM and 10:00 PM. Where traffic noise predominates, the CNEL and DNL are typically within two dBA of the peak-hour L_{eq}.

4.13.1.2 *Regulatory Framework*

State

California Department of Transportation Vibration Limits

The California Department of Transportation (Caltrans) has developed vibration impact assessment criteria for evaluating vibration impacts associated with construction equipment, explosives, and facility operations. The impact criteria for groundborne vibration are shown in Table 4.13-1 below. These criteria can be applied to development projects in jurisdictions that lack vibration impact standards.

Table 4.13-1: Groundborne Vibration Impact Criteria

Velocity Level, PPV (in/sec)	Human Reaction	Effect on Buildings
0.01	Barely perceptible	No effect
0.04	Distinctly perceptible	Vibration unlikely to cause damage of any type to any structure
0.08	Distinctly perceptible to strongly perceptible	Recommended upper level of the vibration to which ruins and ancient monuments should be subjected
0.1	Strongly perceptible	Threshold at which there is a risk of damage to fragile buildings with no risk of damage to most buildings
0.25	Strongly perceptible to severe	Threshold at which there is a risk of damage to historic and some old buildings.
0.3	Strongly perceptible to severe	Threshold at which there is a risk of damage to older residential structures
0.5	Severe - Vibrations considered unpleasant	Threshold at which there is a risk of damage to new residential and modern commercial/industrial structures

Source: California Department of Transportation (Caltrans). *Transportation and Construction Vibration Guidance Manual*. April 2020.

California Green Building Standards Code

For commercial uses, CALGreen (Section 5.507.4.1 and 5.507.4.2) requires that wall and roof-ceiling assemblies exposed to the adjacent roadways have a composite STC rating of at least 50 or a composite OITC rating of no less than 40, with exterior windows of a minimum STC of 40 or OITC

of 30 when the commercial property falls within the 65 dBA Ldn or greater noise contour for a freeway or expressway, railroad, or industrial or stationary noise source. The state requires interior noise levels to be maintained at 50 dBA L_{eq}(1-hr) or less during hours of operation at a proposed commercial use.

Regional and Local

San Mateo County Comprehensive Airport Land Use Plan

The ALUCP for the Environs of the SFO, prepared by the C/CAG, is a State-mandated land use compatibility plan that addresses the compatibility of surrounding land uses in local jurisdictions with airport operations.

Noise compatibility policies described within the ALUCP are intended to minimize the exposure of occupants of future development to excessive noise. CNEL noise contours identify areas where noise exposure is great enough to warrant land use controls to promote noise compatibility. The ALUCP includes forecasted CNEL noise contours through the year 2020. Commercial uses are considered compatible with noise levels up to 75 dB.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating noise and vibration impacts resulting from planned development within the City including the following:

Policies	Description
HS-F	Protect the health and comfort of residents by reducing the impact of noise from automotive vehicles, San Francisco International Airport, railroad lines, and stationary sources.
HS-G	Ensure that all development heeds safety precautions from the San Francisco International Airport.
HS-32	Encourage developers to mitigate ambient noise levels adjacent to major noise sources by incorporating acoustical site planning into their projects. Utilize the City's Building Code to implement mitigation measures, such as: • Incorporating buffers and/or landscaped berms along high-noise roadways or railways; • Incorporating traffic calming measures and alternative intersection design within and/or adjacent to the project; • Using reduced-noise pavement (rubberized asphalt); and • Incorporating state-of-the-art structural sound attenuation measures.
HS-35	Require developers to comply with relevant noise insulation standards contained in Title 24 of the California Code of Regulations (Part 2, Appendix Chapter 12A).
HS-38	Require developers to mitigate noise exposure to sensitive receptors from construction activities. Mitigation may include a combination of techniques that reduce noise generated at the source, increase the noise insulation at the receptor, or increase the noise attenuation rate as noise travels from the source to the receptor.
HS-47	Enforce Vehicle Code noise emission standards, as well as provisions which prohibit alteration of vehicular exhaust systems in ways that increases noise levels.

City of San Bruno Municipal Code

Regulations pertaining to permitted noise levels and operational hours associated with construction as well as acceptable noise levels from stationary sources are provided in the San Bruno Municipal Code. Relevant portions of the Municipal Code regarding noise and hours of operation include:

- **Title 6 "Public Peace, Morals, and Welfare", Chapter 6.16 "Noise Regulations"**
  Noise levels exceeding the ambient base level by more than 10 decibels is a violation, except during the period seven a.m. to 10 p.m. where the ambient base level may be exceeded by 20 decibels for a period not to exceed 30 minutes during any 24 hour period. Construction noise levels are not permitted to exceed 85 decibels as measured at 100 feet, or exceed a noise level of 60 decibels between the hours of 10 p.m. and seven a.m. as measured at 100 feet.

- **Title 12 "Land Use", Article I. "Excavation and Grading", Chapter 12.16 "Grading Regulations"**
  All grading and noise therefrom, including but not limited to, warming of equipment motors in residential zones, or within 1,000 feet of any residential occupancy, hotel, motel, or hospital shall be limited to those hours between seven a.m. and 5:30 p.m. on weekdays, unless other hours are approved by the city engineer based upon evidence that an emergency exists which would constitute a hazard to persons or property if grading at other times is not permitted.

4.13.1.3 *Existing Conditions*

The existing noise environment was quantified through two short-term (ST-1 and ST-2) and one long-term (LT-1) noise measurement. The noise measurement locations are shown on Figure 4.13-1 and described further below.

Short-Term Noise Measurements

Short-term noise measurements were made on August 17, 2022, between 11:00 a.m. and 11:30 a.m. in 10-minute intervals.

ST-1 was conducted near the northwest corner of the project site, approximately 15 feet from the centerline of Commodore Drive. Traffic along I-380 was the primary noise source at this location. Traffic noise levels from I-380 ranged from 60 to 64 dBA at ST-1. Local traffic along Commodore Drive included six passenger cars in a 10-minute period, with noise levels ranging from 59 to 65 dBA. Aircraft flying over the project site generated noise levels ranging from 66 to 68 dBA. The 10-minute L_{eq} measured at ST-1 was 63 dBA.

ST-2 was conducted along El Camino Real, approximately 85 feet from the centerline of the roadway. The primary noise source at the ST-2 measurement location was traffic along El Camino Real, which included heavy trucks (70 to 79 dBA), passenger cars (62 to 73 dBA), and buses (70 to 75 dBA). Traffic from I-380 generated noise levels of 62 to 65 dBA at ST-2. The 10-minute L_{eq} measured at ST-2 was 72 dBA.

Long-Term Noise Measurement

Long-term noise measurement LT-1 was made in the southwest corner of the project site where Commodore Drive turns northeast. Noise levels at LT-1 are dominated by traffic along I-380 and would be representative of the existing noise environment at the residential uses west of the project site. LT-1 was made approximately 110 feet north of the centerline of the nearest through lane along I-380, and hourly average noise levels typically ranged from 68 to 72 dBA L_{eq} during daytime hours (7:00 a.m. and 10:00 p.m.) and from 62 to 71 dBA L_{eq} during nighttime hours (10:00 p.m. and 7:00 a.m.). The day-night average noise level on August 18, 2022, was 75 dBA L_{dn}.[57]

Airport Noise Exposure

The project site is located within the SFO Land Use Plan Airport Influence Area B, which requires projects to be consistent with the goals and policies of the ALUCP. The SFO runway is approximately 1.3-miles southeast of the site. The site is located within the 65-70 dB CNEL aircraft noise contour.[58]

[57] L_{dn} stands for Day/Night Average Sound Level, and is used as a 24-hour noise descriptor that incorporates artificial noise penalties added to quiet-time noise events. A 10 dB penalty is added to noise levels generated between 10:00 p.m. and 7 a.m.

[58] City/County Association of Governments of San Mateo County. *Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.* Exhibit IV-2. November 2021.

NOISE MEASUREMENT LOCATIONS | FIGURE 4.13-1

4.13.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
1) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
2) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☒	☐	☐
3) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

4.13.2.1 *Thresholds of Significance*

The CEQA Guidelines state that a project would normally be considered to have a significant impact if noise levels conflict with adopted environmental standards or plans, or if noise levels generated by the project will substantially increase existing noise levels at noise-sensitive receivers on a permanent or temporary basis. CEQA does not define what noise level increase would be substantial. As discussed in CEQA Guidelines Section 15064(b), the determination of whether a project may have a significant effect on the environment calls for judgment on the part of the lead agency and must be based to the extent possible on scientific and factual data. For the purposes of this analysis, the City of San Bruno relies on the following as CEQA thresholds of significance:

- Construction Noise – Pursuant to Section 6.16.070 of the San Bruno Municipal Code, a significant noise impact would be identified if construction-related noise would temporarily exceed 85 dBA Leq as measured at 100 feet between the hours of 7:00 a.m. and 10:00 p.m., or 60 dBA Leq at a distance of 100 feet between the hours of 10:00 p.m. and 7:00 a.m., unless a permit is obtained from the City's Public Works Director.

- Operational Noise – Pursuant to Section 6.16.050 of the City's Municipal Code, a significant operational-related noise impact would be identified if noise generated during operation would exceed ambient zone base levels by 10 dBA at the property plane of any property. The City uses a nighttime ambient base noise level of 60 dBA. This regulation allows for the ambient zone base level to be exceeded by 20 dBA for a period not to exceed 30 minutes during any 24-hour period. A significant operational-related noise impact would also be identified if project-generated traffic increased noise levels by three dBA (the level at which a change in noise levels would be perceptible) or more.

- Construction Vibration: The City of San Bruno does not specify a construction vibration limit. For structural damage, Caltrans recommends a vibration limit of 0.5 in/sec PPV for new residential and modern commercial/industrial structures, 0.3 in/sec PPV for older residential structures, and a limit of 0.25 in/sec PPV for historic and some old buildings (refer to Table 4.13-1). The 0.3 in/sec PPV vibration limit would be applicable to properties in the vicinity of the project site.

- Excessive Noise Level Exposure: The project would have a significant noise impact related to airport operations if construction workers and future employees were exposed to noise levels in excess of 75 dBA.

Impact NOI-1:	The project would not result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. **(Less than Significant Impact with Mitigation Incorporated)**

Construction Noise

Noise impacts resulting from construction depend upon the noise generated by various pieces of construction equipment, the timing and duration of noise-generating activities, and the distance between construction noise sources and noise-sensitive areas. Construction noise impacts primarily result when construction activities occur during noise-sensitive times of the day (e.g., early morning, evening, or nighttime hours), the construction occurs in areas immediately adjoining noise-sensitive land uses, or when construction lasts over extended periods of time.

Construction activities would generate considerable amounts of noise, especially during earth-moving activities when heavy equipment is used. During each stage of construction, there would be a different mix of equipment operating, and noise levels would vary by stage and vary within stages, based on the amount of equipment in operation and the location at which the equipment is operating.

As described in Section 3.2.3.3, construction of the project is anticipated to last approximately 17 months, with construction beginning in Spring 2023 and ending in summer 2024. Construction activities would occur Monday through Friday between the hours of 7:00 a.m. and 5:00 p.m., consistent with the City's Municipal Code. Construction staging would occur on-site. Construction phases of the proposed project would include site clearing and preparation, grading and excavation, trenching and foundation work, building construction, and paving, landscaping, and frontage improvements. Equipment used during construction is expected to include excavators, dozers, tractors, loaders, backhoes, graders, cranes, forklifts, welders, air compressors, aerial lifts, cement and mortar mixers, pavers and paving equipment, and rollers. Pile driving is not proposed as part of construction.

The Federal Highway Administration's Roadway Construction Noise Model was used to calculate the hourly average noise levels for each stage of construction, assuming every piece of equipment would operate simultaneously, which would represent the worst-case scenario. Table 4.13-2 below shows the calculated construction noise levels at a distance of 100 feet. All adjacent land uses are located further than 100 feet from the geometrical center of the project site, and therefore noise levels at adjacent land uses would be less than reported in Table 4.13-2. Additional information on the methodology and assumptions used to estimate the project's construction noise levels is available in Appendix E.

Table 4.13-2: Calculated Construction Noise Levels at 100 Feet	
Phase of Construction	**Calculated Hourly Average Noise Levels, L_{eq} (dBA) at 100 feet**
Site Clearing/ Preparation	76 dBA L_{eq}
Grading/ Excavation[1]	78 dBA L_{eq}
Trenching/ Foundation	77 dBA L_{eq}
Building – Exterior	76 dBA L_{eq}
Building – Interior	69 dBA L_{eq}
Paving	78 dBA L_{eq}
Source: Illingworth & Rodkin, Inc. *San Bruno Hyundai & Genesis Automobile Dealership Noise and Vibration Assessment*. February 2023.	

As shown in Table 4.13-2, noise levels during all phases of construction would be below 85 dBA at 100 feet, and by extension at all adjacent land uses. Additionally, as required by General Plan Policy HS-38, the project would be required to adhere with the following standard permit conditions.

Standard Permit Conditions:

- Notify all adjacent land uses of the construction schedule in writing;
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent land uses so that construction activities can be scheduled to minimize noise disturbance. The plan shall demonstrate how construction would comply with the following standard permit conditions and be submitted to the Director of Community and Economic Development or the Director's designee prior to issuance of grading and building permits;
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem. Conspicuously post a telephone number for the disturbance coordinator at the construction site and include in it the notice sent to neighbors regarding the construction schedule.

- Construction staging areas shall be established at locations that will create the greatest distance between the construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction;
- Temporary noise barriers shall be constructed around the perimeter of the construction site. The noise barrier shall interrupt the line-of-sight between the noise source and receiver and be constructed in a manner that eliminates any cracks or gaps;
- All internal combustion engine-driven equipment shall be equipped with intake and exhaust mufflers that are in good condition and appropriate for the equipment;
- Unnecessary idling of internal combustion engines should be strictly prohibited;
- Locate stationary noise-generating equipment, such as air compressors or portable power generators, as far as possible from sensitive receptors as feasible. If they must be located near receptors, adequate muffling (with enclosures where feasible and appropriate) shall be used to reduce noise levels at the adjacent sensitive receptors. Any enclosure openings or venting shall face away from sensitive receptors;
- Control noise from construction workers' radios to a point where they are not audible at existing commercial uses bordering the project site;

Implementation of the above standard permit conditions would reduce noise generated during construction even further below the estimated noise levels reported in Table 4.13-2. Project-related construction noise would be even lower at all surrounding land uses, which are located 125 feet or greater from the geometrical center of the project site where construction noise would be greatest. Accordingly, the project would not result in the generation of a substantial temporary increase in ambient noise levels. **(Less than Significant Impact)**

Operational Noise

Project-Generated Traffic

As discussed in Section 4.13.2.1, a significant operational-related noise impact would occur if project-generated traffic increased noise levels by three dBA or more. Based on the existing roadway volumes and the increase in traffic along these roadways modeled in the Transportation Analysis (refer to Appendix F), the Noise and Vibration Assessment (refer to Appendix E) determined that the project would generate, at most, an increase of one dBA along roadways in the project vicinity. **(Less than Significant Impact)**

Dealership Operations

As documented in Section 4.13.1.2, existing ambient noise levels range from 68 to 72 dBA L_{eq} (average of 71 dBA L_{eq}) during daytime hours and from 62 to 71 dBA L_{eq} (average of 67 dBA L_{eq}) during nighttime hours. Pursuant to Section 6.16.050 of the City's Municipal Code, a significant operational-related noise impact would be identified if noise generated during operation would exceed ambient zone base levels by 10 dBA at the property plane of any property. Therefore, daytime and nighttime thresholds of 81 and 77 dBA L_{eq}, respectively, would apply to the project.

Equipment associated with car washing and detailing activities would occur in the basement levels. The proposed service shop would be located on the ground level, and would be fully enclosed by the

building envelope. The building façade would adequately shield the surrounding receptors from the primary noise generating activities at the project site. Accordingly, the Noise and Vibration Assessment determined that dealership operations would not measurably increase ambient noise levels at adjacent land uses (i.e., a zero dBA L_{dn} increase). **(Less than Significant Impact)**

Mechanical Equipment

Mechanical equipment would be subject to the previously described daytime and nighttime thresholds of 81 and 77 dBA L_{eq}, respectively. The project includes mechanical rooms on both belowground and aboveground levels; due to the noise attenuation provided by the mechanical room and building envelope, noise generated by interior mechanical equipment would be inaudible at the property line.

The project includes two condensers located on the ground level in the southeastern corner of the building, which would be shielded from receptors to the northwest and north. Two additional condensers would be located along the western façade, where they would be shielded from commercial receptors to the north and east, as well as the residential and commercial receptors southeast of the I-380/El Camino Real interchange. Assuming each pair of condensers would operate continuously during daytime and nighttime hours, the combined hourly average noise levels would be 64 dBA L_{eq}.

The rooftop of the proposed building would include solar panel canopies; solar panels do not generate noise levels that would be audible at the property lines, and therefore would not impact surrounding land uses. Additionally, six condensing units and three exhaust fans would be located in the center of the northern edge of the rooftop. The roof plan also shows an exhaust fan, an outside air unit, and five air conditioning units. Assuming all equipment would operate continuously during daytime and nighttime hours, the combined hourly average noise levels would be 92 dBA L_{eq}.

Noise levels generated by all mechanical noise sources were propagated to the property lines of each of the surrounding receptors. As mentioned above, some of the ground condensers would be adequately shielded from the receptors by the intervening dealership building. Further, ground level receptors would be partially shielded from the rooftop equipment; however, the farther the receptors are from the building, the less attenuation there would be. Therefore, no attenuation is assumed for rooftop equipment at receptors to the east, to the south, and to the southeast. The residential buildings to the west and to the northwest would have elevated receptors, which would have direct exposure to the rooftop equipment. Assuming worst-case conditions, no attenuation is assumed for these receptors either. The ground-level commercial uses to the north would be partially shielded from the rooftop equipment. A 10 dBA attenuation is assumed for these ground-level receptors adjoining the project site.

When factoring in the above factors, the Noise and Vibration Assessment determined that hourly average noise levels would not exceed the 81 dBA daytime threshold or the 77 dBA nighttime threshold at the property lines of the surrounding noise-sensitive land uses. The estimated noise level increase at the western residential building would be one dBA L_{dn}. Mechanical equipment would not measurably contribute to ambient noise level increase at the remaining receptors surrounding the site (i.e., a zero dBA L_{dn} increase). Accordingly, the project's mechanical equipment would not result in generation of a permanent increase in ambient noise levels. **(Less than Significant Impact)**

Inventory Vehicle Unloading

Inventory vehicles would be unloaded in a 15 foot wide unloading area on Commodore Drive, located approximately 750 feet west of the project site. Vehicle delivery and unloading would be permitted Monday through Saturday during the hours of 9:00 a.m. to 6:00 p.m. Inventory vehicles would be delivered via vehicle truck trailers, which typically generate maximum instantaneous noise levels of 70 to 75 dBA L_{max} at a distance of 50 feet. The noise level of backup alarms can vary depending on the type and directivity of the sound, but maximum noise levels are typically in the range of 65 to 75 dBA L_{max} at a distance of 50 feet. Hourly average noise levels due to truck maneuvering from these trucks would be up to 70 dBA L_{eq} at 50 feet. Assuming two deliveries in a 24-hour period, the day-night average noise level would be 59 dBA L_{dn}. The projected noise levels at land uses adjacent to the proposed unloading area are shown in Table 4.13-3.

Table 4.13-3: Noise Levels at Adjacent Land Uses During Vehicle Unloading

Receptor	Distance	Hourly L_{eq}	L_{dn}	Noise Level Increase (L_{dn})
Leo J. Ryan Federal Building	35 feet north	73 dBA	62 dBA	0 dBA
Acappella Apartments	145 feet east	61 dBA	50 dBA	0 dBA
El Portal School	465 feet west	51 dBA	40 dBA	0 dBA
South Non-Residential Uses	780 feet south	46 dBA	35 dBA	0 dBA

Source: Illingworth & Rodkin, Inc. *San Bruno Hyundai & Genesis Automobile Dealership Noise and Vibration Assessment*. February 2023.

As shown in Table 4.13-3, adjacent receptors to the unloading area would experience a zero dBA noise level increase when averaged over an entire day. Unloading activities would be audible while underway, but given the existing noise environment during the daytime (68 to 72 dBA L_{eq}) and the temporary nature of unloading activities, the ambient base noise level would not be exceeded by 10 dBA or 20 dBA for a period of 30 minutes or longer. Accordingly, inventory vehicle unloading would not result in generation of a permanent increase in ambient noise levels. **(Less than Significant Impact)**

Total Combined Project-Generated Noise

Noise levels produced by all proposed project activities (i.e., traffic, dealership operations, mechanical equipment, parking lot, truck loading/unloading activities, and truck pass-bys) during operation would result, at most, in a permanent noise increase of one dBA L_{dn} at the existing noise-sensitive receptors in the project vicinity. Further, operational noise levels would not exceed 10 dBA above ambient noise levels during daytime and nighttime hours at the surrounding land uses. Accordingly, the combined effect of all proposed project activities would not result in generation of a permanent increase in ambient noise levels. **(Less than Significant Impact)**

Impact NOI-2:	The project would not result in generation of excessive groundborne vibration or groundborne noise levels. **(Less than Significant Impact with Mitigation Incorporated)**

Construction of the project may generate perceptible vibration when heavy equipment or impact tools (e.g. jackhammers, hoe rams) are used in the vicinity of nearby sensitive land uses. As discussed under Impact NOI-1, construction activities would include site preparation, grading and excavation, building framing and construction, and paving.

Based on a review of the NRHP[59], CRHP[60], and City of San Bruno's local register of historic resources, the nearest historic resource is located 945 Green Avenue, approximately 800 feet southeast of the project site on the other side of I-380. This building would be subject to the 0.08 in/sec PPV threshold identified in Table 4.13-1. All other buildings in the vicinity of the project site would be subject to the 0.3 PPV in/sec threshold for buildings of normal, conventional construction.

Based on typical vibration levels generated by construction equipment, the vibration levels from project construction were estimated from the boundary of the project site, which would represent the nearest location for use of vibration generating equipment, at the nearest building facades (refer to Appendix E for more information on the methodology used to calculate vibration levels). Table 4.13-4 below summarizes the vibration levels from construction activities at buildings within the project's area of effect.

[59] National Register of Historic Places. "National Register Database and Research. Accessed January 26, 2023. https://www.nps.gov/subjects/nationalregister/database-research.htm

[60] California Register of Historic Places. "California Historical Resources". Accessed January 26, 2023. https://ohp.parks.ca.gov/listedresources/

Table 4.13-4: Construction-Generated Vibration Levels at Nearby Buildings							
Equipment		**Estimated Vibration Levels at Nearest Building Façades Surrounding the Project Site, in/sec PPV**					
		PPV in/sec at 25'	**North Comm. (15')**	**West Res. (40')**	**Northwest Res. (65')**	**East Future MU (175')**	**945 Green Avenue (800')**
Clam Shovel Drop		0.202	**0.354**	0.120	0.071	0.024	0.004
Hydromill	In soil	0.008	0.014	0.005	0.003	0.001	0.0002
	In rock	0.017	0.030	0.010	0.006	0.002	0.0004
Vibratory Roller		0.210	**0.368**	0.125	0.073	0.025	0.005
Hoe Ram		0.089	0.156	0.053	0.031	0.010	0.002
Large bulldozer		0.089	0.156	0.053	0.031	0.010	0.002
Caisson drilling		0.089	0.156	0.053	0.031	0.010	0.002
Loaded trucks		0.076	0.133	0.045	0.027	0.009	0.002
Jackhammer		0.035	0.061	0.021	0.012	0.004	0.001
Small bulldozer		0.003	0.005	0.002	0.001	0.0004	0.0001

Source: Illingworth & Rodkin, Inc. *San Bruno Hyundai & Genesis Automobile Dealership Noise and Vibration Assessment*. February 2023.

Notes:

Vibration levels in excess of Caltrans thresholds shown in **bold**.

Comm. = commercial

Res. = residential

MU = mixed-use

‘ = feet

As shown in Table 4.13-4, vibration levels at the commercial building to the north would exceed the Caltrans threshold of 0.3 PPV in/sec when clam shovels and vibratory rollers are used during construction.

Mitigation Measures:

MM NOI-2.1: The project shall implement the following measures during construction in order to reduce vibration generated during construction to less than 0.3 PPV in/sec. Prior to issuance of grading permits, the project applicant shall provide copies of construction plans to the Director of Community and Economic Development with these measures included, and the 25 foot distance to all adjacent structures demarcated.

- Use of clam shovels shall be prohibited within 25 feet of any adjacent building.
- Vibratory rollers (if necessary) that are used within 25 feet of the adjacent residences to the north shall be equivalent in size to a Caterpillar model CP433E vibratory compactor or smaller such that vibration levels would not exceed 0.3 in/sec PPV.
- Avoid dropping heavy equipment and use alternative methods for breaking up existing pavement, such as a pavement grinder, instead of dropping heavy objects, within 20 feet of the commercial building to the north .

Implementation of MM NOI-2.1 would ensure that no construction equipment capable of generating vibration in excess of 0.3 PPV in/sec at a distance of 25 feet or less is used within 25 feet of all nearby structures. Accordingly, the project would not result in generation of excessive groundborne vibration or groundborne noise levels with adherence to MM NOI-2.1.

Impact NOI-3:	The project would be located within two miles of a public airport or public use airport. The project would not expose people residing or working in the project area to excessive noise levels. **(No Impact)**

As documented in Section 4.13.1.2, the project is located 1.3 miles from SFO, and is within the SFO Land Use Plan Airport Influence Area B and the 65-70 dB CNEL noise contour. The SFO ALUCP considers non-residential uses to be compatible with noise levels of up to 75 dB CNEL; accordingly, the project would not expose people residing or working in the project area to excessive noise levels.

4.14 POPULATION AND HOUSING

4.14.1 Environmental Setting

4.14.1.1 *Regulatory Framework*

State and Regional

Housing-Element Law

State requirements mandating that housing be included as an element of each jurisdiction's general plan is known as housing-element law. The Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element. California housing-element law requires cities to: 1) zone adequate lands to accommodate its RHNA; 2) produce an inventory of sites that can accommodate its share of the RHNA; 3) identify governmental and non-governmental constraints to residential development; 4) develop strategies and a work plan to mitigate or eliminate those constraints; and 5) adopt a housing element and update it on a regular basis.[61] The City of San Bruno Housing Element and related land use policies were last updated on January 24, 2023.

California is now in its fifth "housing-element update cycle", which covers the years 2023 through 2031. According to ABAG's Final RHNA Allocation, published December 2021, the City's 2023-2031 Housing Element Update will need to accommodate a total of 3,165 units.

Plan Bay Area 2050

Plan Bay Area 2050 is a long-range plan for the nine-county San Francisco Bay Area that provides strategies that increase the availability of affordable housing, support a more equitable and efficient economy, improve the transportation network, and enhance the region's environmental resilience. Plan Bay Area 2050 promotes the development of a variety of housing types and densities within identified Priority Development Areas (PDAs). PDAs are areas generally near existing job centers or frequent transit that are locally identified for housing and job growth.[62]

ABAG allocates regional housing needs to each city and county within the San Francisco Bay Area, based on statewide goals. These allocations are designed to lay the foundation for Plan Bay Area 2050's long-term envisioned growth pattern for the region. ABAG also develops a series of forecasts and models to project the growth of population, housing units, and jobs in the Bay Area. ABAG, MTC, and local jurisdiction planning staff created the Forecasting and Modeling Report, which is a technical overview of the of the growth forecasts and land use models upon which Plan Bay Area 2050 is based.

[61] California Department of Housing and Community Development. "Regional Housing Needs Allocation and Housing Elements" Accessed November 11, 2020. http://hcd.ca.gov/community-development/housing-element/index.shtml.

[62] Association of Bay Area Governments and Metropolitan Transportation Commission. *Plan Bay Area 2050*. October 21, 2021. Page 20.

4.14.1.2 *Existing Conditions*

According to the California Department of Finance, the City of San Bruno has a population of 42,656 as of January 1, 2022, a 1.2 percent decrease from the previous year. As of 2022, there are 16,696 households with an average of 2.64 persons per household. [63] ABAG projects the City's population will be 51,370 by 2040.[64]

Historically, the project site was used for cattle grazing before being developed with several buildings associated with the Camp Terry B. Thompson Naval Base. Since the demolition of these buildings in 1998, the project site has remained undeveloped. The project site has a Visitor Services General Plan land use designation and a Hotel and Ancillary Uses Specific Plan land use designation. The project site is zoned P-D Planned Development.

4.14.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
2) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Impact POP-1: The project would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). **(Less than Significant Impact)**

A project can induce substantial population growth by proposing new housing beyond projected or planned development levels, generating demand for housing as a result of new businesses, extending roads or other infrastructure to previously undeveloped areas, or removing obstacles to population growth (e.g., expanding capacity of a wastewater treatment plant beyond that necessary to serve planned growth).

Historically, the site has not provided housing and there are no current residents. The proposed project would result in a net increase of approximately 70 jobs in the City. As noted in Section 4.14.1.2, the project site has a Visitor Services General Plan land use designation and a Hotel and

[63] California Department of Finance. "E-1 Population Estimates for Cities, Counties, and the State – January 1, 2021-2022, with 2020 Benchmark." Accessed July 27, 2022. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/

[64] Association of Bay Area Governments. *Projections 2040, A Companion to Plan Bay Area 2040*. November 2018.

Ancillary Uses Specific Plan land use designation, and is zoned P-D, Planned Development. Consistent with the site's land use designations and zoning district, both the General Plan and U.S. Navy Specific Plan assumed that the project site would be developed with an employment-generating use. Further, the project does not propose any infrastructure or the removal of any obstacles to population growth. Therefore, the project would not induce substantial unplanned population or employment growth at a rate that was not envisioned in the General Plan and U.S. Navy Specific Plan.

Impact POP-2:	The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. **(No Impact)**

There are no housing units or residences on-site; therefore, the project would not displace existing housing or people.

4.15 PUBLIC SERVICES

4.15.1 Environmental Setting

4.15.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Government Code Section 65995 through 65998

California Government Code Section 65996 specifies that an acceptable method of offsetting a project's effect on the adequacy of school facilities is the payment of a school impact fee prior to the issuance of a building permit. Government Code Sections 65995 through 65998 set forth provisions for the payment of school impact fees by new development by "mitigating impacts on school facilities that occur (as a result of the planning, use, or development of real property" (Section 65996[a]). The legislation states that the payment of school impact fees "are hereby deemed to provide full and complete school facilities mitigation" under CEQA (Section 65996[b]).

Developers are required to pay a school impact fee to the school district to offset the increased demands on school facilities caused by the proposed residential development project. The school district is responsible for implementing the specific methods for mitigating school impacts under the Government Code.

Regional and Local

County of San Mateo Trails Master Plan

Adopted in 2001, the County of San Mateo Trails Master Plan is intended to, among other objectives, provide policies and guidelines for trails planning and to define environmental issues and mitigation measures for trail management.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on public services resulting from planned development within the City including the following:

Policies	Description
HS-1	Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion,

Policies	Description
	subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards (Figure 7-2).
HS-2	Review and revise the City's Building Code, Zoning Ordinance, and Subdivision requirements to safeguard against seismic, geologic, and safety hazards. Mitigation should include: • Minimal grading and removal of natural vegetation to prevent erosion and slope instability. • Cleared slopes should be replanted with vegetation. • Proper drainage control to prevent erosion of the site and affected properties. Careful siting and structural engineering in unstable areas. • Consideration of flooding and fire hazards in siting and designing new development.
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
OSR-1	Maintain a parkland dedication/in lieu fee standard of 4.5 acres/1,000 residents.
OSR-6	Provide small public parks and/or plazas within BART and Caltrain station areas, within Downtown, and along El Camino Real. Provide benches, water fountains, and trees to serve as resting areas for pedestrians, commuters, and shoppers.
PFS-3	Require, as part of plan review, identification of needed public service improvement and maintenance costs for those projects that may have a significant impact on existing services.
PFS-26	Ensure adequate staffing and facilities for the City's Police and Fire Departments to achieve desired levels of service, particularly surrounding transit areas and along urban-interface hazard areas.
PFS-31	Ensure adequate fire water pressure as a condition of approval for all new development projects.
PFS-32	Require installation of residential sprinklers in areas with steep slopes and/or diminished access.
PFS-34	Identify and remove mature and/or diseased Eucalyptus trees in rights-of-way and other open areas, if they pose a fire hazard or other threat to health and safety.

City of San Bruno Municipal Code

Pursuant to Section 10.15.050 of the City's Municipal Code, all facilities with fire suppression systems are required to meet certain technical specifications, including having an approved backflow prevention assembly with a double check valve. The ordinance also requires fire protection systems to be constructed with approved potable water piping and material. Section 11.24.010 requires project to comply with the 2022 California Fire Code. As established by Municipal Code Section 12.44, the City maintains a parkland dedication/in-lieu fees standard of 4.5 acres per 1,000 residents.

Pursuant to Section 12.260 of the City's Municipal Code, the City assesses fees upon development projects to fully or partially offset the costs of public facilities and infrastructure that is needed to

serve new demand created by development projects. Effective July 1, 2022, the development impact fee is $32.77 per square foot of commercial development.[65]

City of San Bruno Development Impact Fees Nexus Study

The City of San Bruno prepared the San Bruno Development Impact Fee Nexus Study designed to provide the City of San Bruno with the necessary technical documentation in order to adopt a comprehensive development impact fee program. As discussed in the nexus study, development impact fees are one-time charges on new development projects that are collected and used by jurisdictions to cover the cost of capital facilities and infrastructure needed to serve the new residential and development growth. Impact fees are regulated by Assembly Bill (AB) 1600 (Government Code Section 66000 et seq.). The purpose of the nexus study is to determine the maximum allowable fees that the City can charge for facilities and infrastructure consistent with the legal requirements of AB 1600. Fees collected under AB 1600 are to be collected for capital facility and infrastructure improvements only, used to fund facility needs created by new development rather than existing deficiencies, and the fees are to be based on a rational nexus between new development and the costs of the capital facilities and infrastructure needed to accommodate such development.

4.15.1.2 *Existing Conditions*

Fire Protection Services

Fire protection services are provided by the San Bruno Fire Department (SBFD), which employs 32 full-time firefighters and five administrative and support staff employees operating out of two fire stations.[66] Station 51, which serves the project site, is located on the south side of the City Hall complex at 555 El Camino Real and covers the area east of Interstate 280. Station 52 is located near the intersection of Sneath Lane and Earl Avenue at 1999 Earl Avenue and responds to emergency calls west of I-280. A Community Risk Assessment prepared for the SBFD in October 2022 determined that the general condition of both fire stations was poor and in need of replacement; the assessment also recommended relocating Station 52 to a vacant lot at the northwest corner of the San Bruno Avenue and Glenview Drive intersection. The SBFD currently has an average "call received to first unit arrival" response time of seven minutes and 36 seconds, which is below the National Fire Protection Association (NFPA) performance goal of six minutes and 30 seconds. The Community Risk Assessment also identified staffing deficits during high-rise structure fire, motor vehicle accident, and trench rescue events.

The SBFD is also subject to the San Mateo County Joint Powers Agreement (JPA), which requires that the closest available paramedic engine company respond to calls for emergency medical service, and the closest available engine and truck company respond to fire calls. In addition, a full assignment response such as a fire, fire alarm, or other type of call, which would necessitate a large response, requires three engines; therefore an additional engine would need to come from a neighboring jurisdiction in an event requiring a full assignment response.

[65] City of San Bruno. FY2022-23 Master Fee Schedule. July 2022.
[66] San Bruno Fire Department/AB Triton Consulting. *Community Risk Assessment: Standards of Cover & Deployment Analysis*. October 2022.

Police Protection Services

Police protection services are provided by the San Bruno Police Department (SBPD). Police headquarters are located at 1177 Huntington Avenue and share the facilities with BART police. SBPD employs 48 sworn officers (equivalent to 11 officers for every 10,000 residents) who provide police services and public safety dispatching to the City of San Bruno.[67] SBPD deploys officers in a beat management system, which divides the City into four beats; the project site is located in Beat 1.

The San Bruno Development Impact Fee Nexus Study (refer to Section 4.15.1.1) identified the need for specific upgrades and additions to help the Police Department serve new growth in the City. These include the expansion of the Evidence Room, upgrades to the Dispatch Center, the creation of a satellite police substation, upgrades to surveillance and tracking technology, and the replacement of police vehicles.

Schools

Four public school districts serve San Bruno residents: San Bruno Park School District (SBPSD), Millbrae Elementary School District (MESD), South San Francisco Unified School District (SSFUSD), and the San Mateo Union High School District (SMUHSD). SBPSD, MESD, and SSFUSD serve grades K through eight; SMUHSD serves grades nine through 12.

Parks

San Bruno currently provides its residents with a total of 71 acres of city parkland. There are five small pocket parks, 12 neighborhood parks, and one large community park. The Parks and Recreation Services Department maintains all developed municipal park sites, street medians, and landscaping (including approximately 128 acres of open space and 7,250 trees) along San Mateo Avenue and at other City facilities. In addition to City parks, local recreation centers, school facilities, and a 108-acre regional park – San Mateo County's Junipero Serra Park – provide recreational opportunities for San Bruno residents. Hiking and cycling trails are located west of the City boundary within the Golden Gate National Recreation Area and the San Francisco Peninsula Watershed, accessible from Sneath Lane and San Bruno Avenue. San Bruno City Park, Grundy Park, and Lion's Field are the City's most utilized parks.

As noted in Section 4.15.1.1, the City maintains a parkland standard of 4.5 acres per 1,000 residents. The existing park acreage in the City is 199 acres (71 acres of City parkland plus Junipero Serra Park), which based on the existing population of 42,656 residents, equates to 4.66 acres per 1,000 residents.[68]

Other Public Facilities

The San Bruno Public Library is located off El Camino Real adjacent to City Hall at 701 Angus Avenue W. A member library of the Peninsula Library System, the San Bruno Public Library provides children and adult programming as well as Spanish and Japanese language materials, and

[67] San Bruno Police Department. *San Bruno General Plan Draft Environmental Impact Report*. December 2008.
[68] 42,656 divided by 1,000 equals 42.656; 199 acres divided by 42.656 equals 4.665.

has over 120,000 circulating items including books, magazines, videos, DVDs, CDs, and books on tape and CD.

There are four different recreation centers in San Bruno: the Belle Air Community Center, the Veterans Memorial Recreation Center, the San Bruno Senior Center, and the Portola Performing Arts Center.

4.15.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
1) Fire Protection?	☐	☐	☒	☐
2) Police Protection?	☐	☐	☒	☐
3) Schools?	☐	☐	☐	☒
4) Parks?	☐	☐	☒	☐
5) Other Public Facilities?	☐	☐	☒	☐

Impact PS-1:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection services. **(Less than Significant Impact)**

The proposed project would construct an automobile dealership that would employ approximately 70 employees on a currently undeveloped site, which may result in an increase in demand for fire protection services. Although the project would amend the General Plan and U.S. Navy Specific Plan to allow for an automobile dealership as opposed to a hotel, both the General Plan EIR and U.S. Navy Specific Plan EIR accounted for development of the project site with an employment-generating use and found it would have a less than significant impact on performance objectives for fire protection services.

Further, the proposed development would be constructed in compliance with the 2022 California Building Code and the 2022 California Fire code to ensure the building is fire safe. As part of the permitting process, the San Bruno Fire Department would review project plans before permits are issued to ensure compliance with all applicable fire and building code standards and to ensure that adequate fire and life safety measures are incorporated into the project in compliance with all

applicable state and city fire safety regulations. Additionally, the project site is not located in an area designated as a wildland fire hazard (refer to Section 4.20 Wildfire).

For the reasons outlined above, the project would not result in the need for new or expanded facilities, and accordingly would not result in substantial adverse physical impacts.

Impact PS-2:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for police protection services. **(Less than Significant Impact)**

As discussed under Impact PS-1, the project would construct an automobile dealership development that would employ approximately 70 employees on a currently undeveloped site, which may result in an increase in demand for police protection services. Although the project would amend the General Plan and U.S. Navy Specific Plan to allow for an automobile dealership as opposed to a hotel, both the General Plan EIR and U.S. Navy Specific Plan EIR accounted for development of the project site with an employment-generating use and found it would have a less than significant impact on performance objectives for police protection services. Therefore, the project would not necessitate the construction or expansion of police protection facilities, and accordingly would not result in substantial adverse physical impacts associated with the construction of new or expanded police protection facilities.

Impact PS-3:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for schools. **(No Impact)**

The proposed project does not include any housing; therefore, the project would not generate any students that could affect performance objectives for schools. Therefore, the project would not necessitate the construction or expansion of school facilities, and accordingly would not result in substantial adverse physical impacts associated with the construction of new or expanded school facilities.

Impact PS-4:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for parks. **(Less than Significant Impact)**

The proposed project does not include any housing. It is reasonable to assume that future employees would use nearby parks; however, this increase in use of parks would be marginal and would not

substantially increase demand at any one particular park. Further, both the General Plan EIR and U.S. Navy Specific Plan EIR accounted for development of the site with an employment-generating use and found that buildout would have a less than significant impact on performance objectives for parks. Therefore, the project would not necessitate the construction or expansion of park facilities, and accordingly would not result in substantial adverse physical impacts associated with the construction of new or expanded park facilities.

Impact PS-5:	The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for other public facilities. **(Less than Significant Impact)**

While employees of the proposed project may utilize nearby public facilities, such as libraries and community centers, they would not place a physical burden or a substantial increase in demand on these facilities such that it would result in the need for new facilities. Further, both the General Plan EIR and U.S. Navy Specific Plan EIR accounted for development of the site with an employment-generating use and found that buildout would have a less than significant impact on performance objectives for other public facilities. Therefore, the project would not necessitate the construction or expansion of public facilities, and accordingly would not result in substantial adverse physical impacts associated with the construction of new or expanded public facilities.

4.16 RECREATION

4.16.1 Environmental Setting

4.16.1.1 *Regulatory Framework*

State

Government Code Section 66477

The Quimby Act (included within Government Code Section 66477) requires local governments to set aside parkland and open space for recreational purposes. It provides provisions for the dedication of parkland and/or payment of fees in lieu of parkland dedication to help mitigate the impacts from new residential developments. The Quimby Act authorizes local governments to establish ordinances requiring developers of new residential subdivisions to dedicate parks, pay a fee in lieu of parkland dedication, or perform a combination of the two.

Regional and Local

County of San Mateo Trails Master Plan

Adopted in 2001, the County of San Mateo Trails Master Plan is intended to, among other objectives, provide policies and guidelines for trails planning and to define environmental issues and mitigation measures for trail management.

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating recreational impacts resulting from planned development within the City including the following:

Policies	Description
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
OSR-1	Maintain a parkland dedication/in lieu fee standard of 4.5 acres/1,000 residents.
OSR-6	Provide small public parks and/or plazas within BART and Caltrain station areas, within Downtown, and along El Camino Real. Provide benches, water fountains, and trees to serve as resting areas for pedestrians, commuters, and shoppers.
PFS-3	Require, as part of plan review, identification of needed public service improvement and maintenance costs for those projects that may have a significant impact on existing services.

City of San Bruno Municipal Code

As established by Municipal Code Section 12.44, the City maintains a parkland dedication/in-lieu fees standard of 4.5 acres per 1,000 residents.

Pursuant to Section 12.260 of the City's Municipal Code, the City assesses fees upon development projects to fully or partially offset the costs of public facilities and infrastructure that is needed to serve new demand created by development projects. Effective July 1, 2022, the development impact fee is $32.77 per square foot of commercial development.[69]

4.16.1.2 *Existing Conditions*

San Bruno currently provides its residents with a total of 72 acres of City parkland. There are five small pocket parks, 12 neighborhood parks, and one large community park. The Parks and Recreation Services Department maintains all developed municipal park sites, four school sites, street medians, and landscaping along San Mateo Avenue and at other City facilities. Hiking and cycling trails are located west of the city boundary within the Golden Gate National Recreation Area and the San Francisco Peninsula Watershed, accessible from Sneath Lane and San Bruno Avenue. San Bruno City Park, Grundy Park, and Lion's Field are the City's most utilized parks.

In addition to city parks, local recreation centers, school facilities, and a 108-acre regional park—San Mateo County's Junipero Serra Park—provide recreational opportunities for San Bruno residents. There are four different recreation centers in San Bruno: the Belle Air Community Center, the Veterans Memorial Recreation Center, the San Bruno Senior Center, and the Portola Performing Arts Center.

4.16.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
2) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

[69] City of San Bruno. FY2022-23 Master Fee Schedule. July 2022.

Impact REC-1:	The project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. **(Less than Significant Impact)**

The proposed project does not include any housing. It is reasonable to assume that future employees would use nearby parks and recreational facilities; however, this increase in use would be marginal and would not substantially increase demand at any particular park or recreational facility. Further, both the General Plan EIR and U.S. Navy Specific Plan EIR accounted for development of the site with an employment-generating use and found that buildout would not increase the use of existing parks or other recreational facilities such that substantial physical deterioration would occur. For these reasons, the project would not increase the use of parks or other recreational facilities to the extent that physical deterioration of the facilities would occur or be accelerated.

Impact REC-2:	The project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. **(No Impact)**

As discussed under Impact REC-1, while employees may use nearby parks and recreational facilities, this increase in use would be negligible and would not require the construction or expansion of recreational facilities. The project, which would construct an automobile dealership and surface parking lot, does not include recreational facilities. Therefore, no recreational facilities would be constructed that might have an adverse physical effect on the environment.

4.17 TRANSPORTATION

The following discussion is based, in part, on a Transportation Analysis prepared for the project by Hexagon Transportation Consultants, Inc. The Transportation Analysis, dated November 2022, is included as Appendix F.

4.17.1 Environmental Setting

4.17.1.1 *Regulatory Framework*

State

Senate Bill 743

SB 743 establishes criteria for determining the significance of transportation impacts using a vehicle miles traveled (VMT) metric intended to promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses. Specifically, SB 743 requires analysis of VMT in determining the significance of transportation impacts. Local jurisdictions were required by Governor's Office of Planning and Research (OPR) to implement a VMT policy by July 1, 2020.

SB 743 did not authorize OPR to set specific VMT impact thresholds, but it did direct OPR to develop guidelines for jurisdictions to utilize. CEQA Guidelines Section 15064.3(b)(1) describes factors that might indicate whether a development project's VMT may be significant. Notably, projects located within 0.50 mile of transit should be considered to have a less than significant transportation impact based on OPR guidance.

Regional

Regional Transportation Plan

MTC is the transportation planning, coordinating, and financing agency for the nine-county San Francisco Bay Area, including San Mateo County. MTC is charged with regularly updating the Regional Transportation Plan, a comprehensive blueprint for the development of mass transit, highway, airport, seaport, railroad, bicycle, and pedestrian facilities in the region. MTC and ABAG adopted Plan Bay Area 2050 in October 2021, which includes a Regional Transportation Plan to guide regional transportation investment for revenues from federal, state, regional and local sources through 2050.

City/County Association of Governments

C/CAG works on issues that affect the quality of life in general: transportation, air quality, stormwater runoff, airport/land use compatibility planning, hazardous waste, solid waste and recycling. C/CAG, as the Congestion Management Agency for San Mateo County, is required to prepare and adopt a Congestion Management Program (CMP) on a biennial basis. The purpose of the CMP is to identify strategies to respond to future transportation needs, develop procedures to alleviate and control congestion, and promote countywide solutions. The CMP is required to be consistent with the MTC planning process that includes regional goals, policies, and projects for the

Regional Transportation Improvement Program.[70] Projects are required to submit a Transportation Demand Management (TDM) plan in compliance with the CMP guidelines if the project will generate 100 net new average daily trips (ADT) to the CMP roadway network.

San Mateo County Comprehensive Bicycle Route Plan

The San Mateo County Comprehensive Bicycle Route Plan was written by the C/CAG, the Bicycle and Pedestrian Advisory Committee, and individual cities and agencies. The intent of the plan is to provide a comprehensive bicycle network for San Mateo County and adjacent communities, to improve inter-city and regional travel for bicycles. The plan includes existing roadways within San Mateo County, including roadways in the project area.

County of San Mateo Trails Master Plan

Adopted in 2001, the County of San Mateo Trails Master Plan is intended to, among other objectives, provide policies and guidelines for trails planning and to define environmental issues and mitigation measures for trail management.

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating transportation impacts resulting from planned development within the City including the following:

Policies	Description
HS-18	Require right-of-way landscaping to be maintained at an appropriate scale, so as to not reduce visibility at intersections.
LUD-9	Provide safe and comfortable pedestrian routes through residential areas by requiring sidewalks on both sides of streets, planting street trees adjacent to the curb, allowing on-street parking, and minimizing curb cuts.
LUD-76	Assure that new development mitigates impacts on existing public services, including transit services, water, sewer, and storm drainage systems, police and fire protection, libraries, and parks and recreation facilities.
T-A	Provide for efficient, safe, and pleasant movement for all transportation modes—vehicles, bicycles, transit, and pedestrians.
T-B	Maintain acceptable levels of service for vehicular movement along the city's street network. Acceptable level of service could vary based on characteristics of the area under consideration.
T-D	Provide adequate parking facilities for commercial, industrial, and transit station areas.

[70] City/County Association of Governments of San Mateo County. "San Mateo County Congestion Management Program 2019". Accessed October 24, 2022. https://ccag.ca.gov/programs/transportation-programs/congestion-management/.

Policies	Description
T-G	Protect residential areas from congestion and associated noise resulting from BART and Caltrain spillover traffic.
T-J	Develop a safe, convenient, and continuous network of sidewalks and pedestrian paths within the city.
T-2	Ensure that all transportation improvements – roadway, transit, bicycle, and pedestrian – are designed and constructed according to Americans with Disabilities Act standards. Improve existing facilities so they are compliant with American Disability Act standards.
T-3	Encourage provision of bicycle facilities such as weather protected bicycle parking, direct and safe access for pedestrians and bicyclists to adjacent bicycle routes and transit stations, showers and lockers for employees at the worksite, secure short-term parking for bicycles, etc.
T-6	Maintain LOS standards for intersections for AM and PM peak periods as shown in Figure 4-2.
T-7	Undertake improvements to intersections shown T-7 in Table 4-8 and in Figure 4-7 to ensure their operation at the LOS shown in Figure 4-2. Determine costs for these improvements and establish an impact fee program to assess improvement costs to new development, proportionate to the impacts created by such development.
T-14	Use traffic-calming measures to reduce speeding in residential areas, rather than limiting through-street connections. Traffic-calming measures may include: • Narrowing travel lanes and allowing on-street parking; • Using different paving materials at pedestrian crosswalks; • Planting street trees and other vegetation; • Building corner bulb-outs and intersection round-abouts; • Installing stop and/or yield signage; and • Speed limit enforcement or other mitigation measures.
T-22	Apply turning restrictions to major arterials during peak hours to improve general traffic flow.
T-37	Require provisions and marking of handicapped parking spaces in conformance with California Vehicle Code to allow enforcement by public agencies or private interests.
T-41	Allow joint use of parking facilities when nearby uses have staggered peak periods of demand.
T-42	Do not allow parking lots to dominate the frontage of mixed-use streets, interrupt pedestrian routes, or negatively impact surrounding neighborhoods.
T-47	Improve multi-modal access – specifically for pedestrians, cyclists, and transit passengers – to the BART and Caltrain stations through improvements along Huntington Avenue.
T-48	Incorporate a dedicated pedestrian crossing and flashing street markers at the new four-way signal installed on El Camino Real connecting The Crossing with The Shops at Tanforan and the San Bruno BART station.
T-75	Link sidewalks directly to building entrances. Avoid routes through parking lots or at the rear of residential developments.

Policies	Description
T-76	Require construction of sidewalks at least five (5) feet wide along newly built streets within San Bruno, and four (4) feet wide on older streets to preserve street character in older neighborhoods.
T-77	Create a pedestrian-oriented setting along the Pedestrian Emphasis Zones (see [General Plan] Figure 4-6) through potential construction of the following public improvements: • Brick pavers to make sidewalks look more distinct • Street trees to soften the environment and provide color and shade; • Human-scale street lights for enhanced aesthetics and illumination; • Banners and flags to make the area look more festive and cheerful; and • Benches to give people a place to sit, rest, and watch what goes on around them.
T-78	Allow new development to contribute to the Pedestrian Emphasis Zones (Figure 4-6) through construction of off-site improvements.

City of San Bruno Transportation Element

The transportation element of the San Bruno General Plan describes San Bruno's existing transportation network, including roadway and highway system, scenic corridors, transit systems, and pedestrian and bicycle facilities, and provides policies that address all modes of transportation, as well as the interrelationship between the modes. Circulation and traffic within the City specifically are analyzed by examining roadway and intersection operations in terms of "level of service" (LOS), which is a measure of driving conditions and vehicle delay. Levels of service range from A (best) to F (poorest). LOS A, B and C indicate conditions where traffic can move relatively freely. LOS D describes conditions where delay is more noticeable. LOS E indicates conditions where traffic volumes are at or close to capacity, resulting in significant delays and average travel speeds that are one-third the uncongested speeds or lower. LOS F characterizes conditions where traffic demand exceeds available capacity, with very slow speeds (stop-and-go), long delays (over a minute) and queuing at signalized intersections.

City of San Bruno Walk 'N Bike Plan

The City of San Bruno Walk 'N Bike Plan was adopted July 26, 2016. The plan presents the desired state of walking and biking in San Bruno 10 years out that would result from implementation of the Walk 'N Bike Plan. Chapters Five through Eight of the Walk 'N Bike Plan identify specific infrastructure projects and program action items that would implement the City's vision.

City of San Bruno Development Impact Fees Nexus Study

The City of San Bruno prepared the San Bruno Development Impact Fee Nexus Study designed to provide the City of San Bruno with the necessary technical documentation in order to adopt a comprehensive development impact fee program. As discussed in the nexus study, development impact fees are one-time charges on new development projects that are collected and used by jurisdictions to cover the cost of capital facilities and infrastructure needed to serve the new residential and development growth. Impact fees are regulated by Assembly Bill (AB) 1600 (Government Code Section 66000 et seq.). The purpose of the nexus study is to determine the maximum allowable fees that the City can charge for facilities and infrastructure consistent with the

legal requirements of AB 1600. Fees collected under AB 1600 are to be collected for capital facility and infrastructure improvements only, used to fund facility needs created by new development rather than existing deficiencies, and the fees are to be based on a rational nexus between new development and the costs of the capital facilities and infrastructure needed to accommodate such development.

4.17.1.2 *Existing Conditions*

Existing Transit Facilities

Existing transit service to the project area is provided by SamTrans, Caltrain, and Bay Area Rapid Transit (BART). These are described below and depicted in Figure 4.17-1.

SamTrans

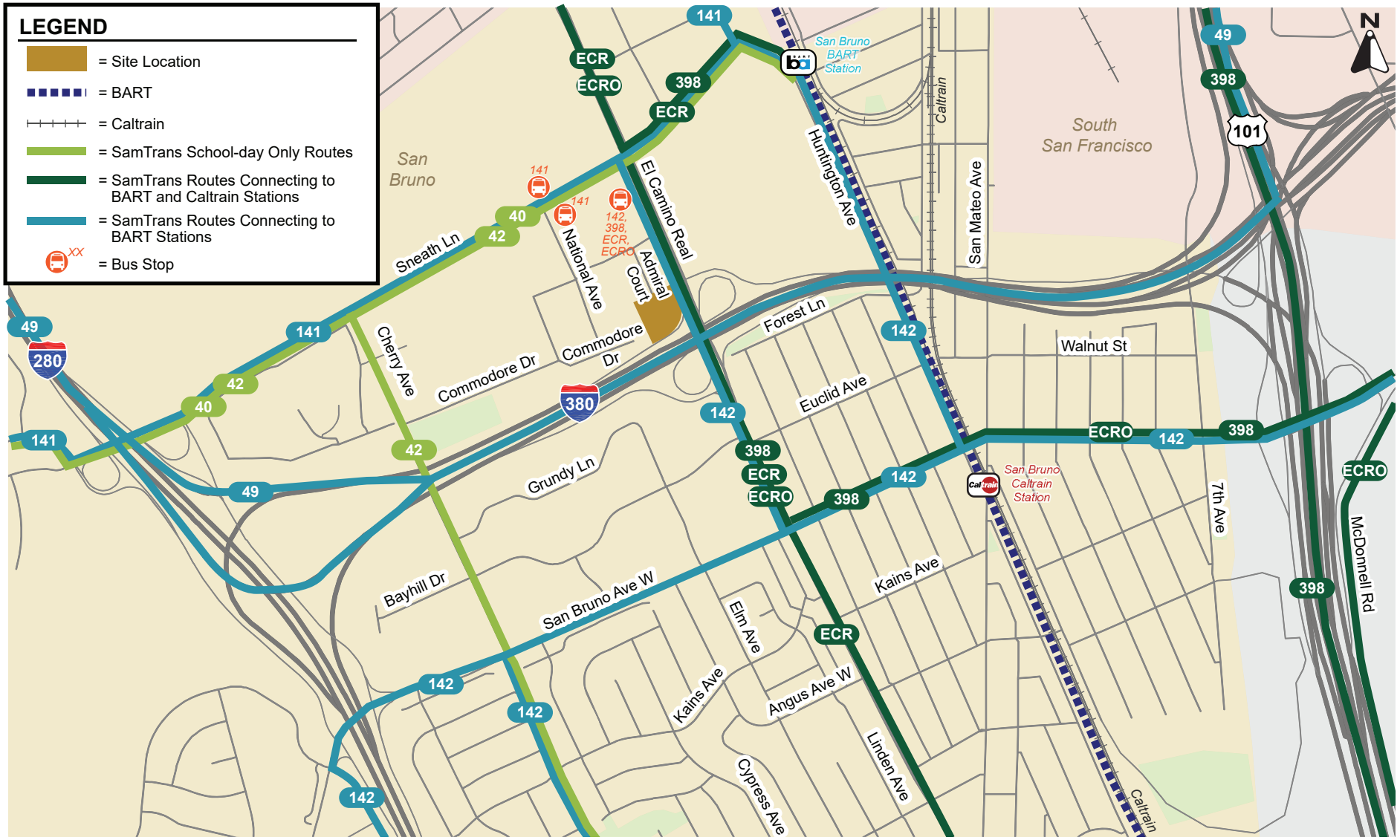
SamTrans is the primary regional and local transit provider within San Mateo County, serving all rail stations within the County and major transit transfer points for Santa Clara and San Francisco counties. The closest bus stop is at El Camino Real and Sneath Lane approximately 1,150 feet north of the project site. Bus routes that serve this bus stop include the following: Local Route 141 (Airport/Linden to Skyline College), Route ECRO (Daly City to San Francisco International Airport), Local Route 142 (San Francisco International Airport to Shelter Creek), Route ECR (Daly City BART Station to Palo Alto Transit Center), and Route 398 (Redwood City Transit Center to San Francisco Transbay Terminal).

Caltrain

The San Bruno Caltrain Station is located approximately one mile southeast of the project site. The station can be accessed by SamTrans Route ECR. Caltrain provides frequent passenger train service between San Jose and San Francisco seven days a week. During commute hours, Caltrain provides extended service to Morgan Hill and Gilroy. Bicycles are permitted on Caltrain. There are bicycle racks and bicycle lockers available at the San Bruno Station.

Bay Area Rapid Transit

BART operates regional rail service in the Bay Area, connecting between San Francisco International Airport and the Millbrae Intermodal Station to the south, San Francisco to the north, and cities in the East Bay. The nearest BART station is the San Bruno Station, located approximately 1.5 miles northeast of the project site on Huntington Avenue. The BART station can be accessed by SamTrans Route 140. BART trains operate with 30-minute headways during peak hours.



Source: Hexagon Transportation Consultants, Inc., November 22, 2022.

EXISTING TRANSIT FACILITIES

FIGURE 4.17-2

Roadway Network

Regional access to the project site is provided by I-280 and Highway 101.

I-280 is an eight-lane north-south freeway that extends from San Francisco to downtown San Jose. Regional access to the project on I-280 is provided via an exit at Sneath Lane and interchange at Interstate 380 (I-380).

Highway 101 is an eight-lane north-south freeway that extends from north of San Francisco to south of San Jose. Highway 101 provides access to the project site via interchanges at San Bruno Avenue and I-380.

Local access to the site is provided via I-380, El Camino Real, Commodore Drive, and Admiral Court. These roadways are described below.

I-380 is a six-lane east/west freeway that connects I-280 and US-101 within San Bruno. El Camino Real provides access to I-380 via the San Bruno Avenue – Millbrae Avenue interchange.

El Camino Real (SR 82) is a six-lane north-south arterial with a raised center median within the project area. El Camino Real extends northward to San Francisco (where it changes designation to Mission Street and San Jose Avenue) and southward through San Jose. The posted speed limit on El Camino Real is 35 miles per hour (mph). On-street parking is provided on both sides of the street in most locations within the project area. There are sidewalks on the west side of the street in some portions of the project vicinity. El Camino Real provides access to the project site via Commodore Drive and Admiral Court.

Sneath Lane is an east/west arterial street that extends east from Huntington Avenue to Monterey Drive. Portions of the street have a landscaped center median, and parking is not allowed on either side of the street in the project vicinity. Continuous sidewalks are present on both sides of the street east of Rollingwood Drive. West of Rollingwood Drive up to Engvall Court, sidewalk is missing on the south side of the street. West of Engvall Court, sidewalk is missing on the north side of the street. Access to the project site is provided via Cherry Avenue/National Avenue, Commodore Drive and Admiral Court.

National Avenue is a two-lane north/south street that extends from Sneath Lane in the north and terminates south of Commodore Drive. Continuous sidewalk is present on the west side of the street and portions of the east side of the street. National Avenue provides access to the project site via Commodore Drive and Admiral Court.

1st Street West / Admiral Court is a two-lane north/south street that extends from Commodore Drive in the north and provides access to the project site. Continuous sidewalk is present on both sides of the street except the west side of the project boundary.

Commodore Drive is a four to two-lane east/west street that extends from El Camino Real in the east and terminates at Cherry Avenue. East of El Camino Real, Commodore Drive continues as Tanforan Way. East of Admiral Court, Commodore Drive has four lanes, whereas west of Admiral Court it has two lanes. Commodore Drive runs in a U shape and then connects

to Cherry Avenue. Continuous sidewalk are present on both sides of the street except along the west side of the project boundary.

Existing Pedestrian and Bicycle Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. Near the project site, sidewalks exist along both sides of El Camino Real and Admiral Court. The segment of Commodore Drive west of the El Camino Real intersection has sidewalks on both sides. The segment of Commodore Drive near the project site has a sidewalk only on one side. Marked crosswalks with pedestrian signal heads and push buttons are provided at the south and west approaches of the signalized intersection at El Camino Real and Sneath Lane. At the unsignalized intersections along Commodore Drive there are crosswalks. Overall, the network of sidewalks and crosswalks in the study area has adequate connectivity and provides pedestrians with safe routes to the surrounding neighborhoods.

The only bike facilities within the vicinity of the project site are on Sneath Lane. There are Class II bike lanes on Sneath Lane except between the I-280 ramps and between National Avenue and Sea Biscuit Avenue (refer to Figure 4.17-2). There are no bike lanes provided on any other streets. Although the bike lanes along Sneath Lane are the only bicycle lanes that currently exist in San Bruno, the City plans to improve the on-street bicycle network. In July of 2016, the City Council adopted the Walk ‘n Bike Plan. This plan outlines specific improvements to ensure that walking and biking are safe, comfortable, and convenient. The plan calls for many support programs and initiatives to encourage more walking and cycling throughout the city.

Source: Hexagon Transportation Consultants, Inc., November 22, 2022.

EXISTING AND PLANNED BICYCLE FACILITIES | FIGURE 4.17-2

4.17.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities?	☐	☐	☒	☐
2) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☒	☐
3) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
4) Result in inadequate emergency access?	☐	☐	☐	☒

Impact TRN-1: The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle lanes, and pedestrian facilities. **(Less than Significant Impact)**

Transit Facilities

The project area is well-served by SamTrans, Caltrain and BART. The current public transit facilities would be able to adequately serve any transit trips anticipated from the project. If approximately 10 percent of the project trips are transit trips, then the project would generate eight AM peak transit trips and 11 PM peak transit trips. There are 24 scheduled buses that serve the bus stop at El Camino Real and Sneath Lane, and these buses would have capacity to accommodate the minor increase in transit ridership due to the project. Given that the project would not remove any transit facilities, nor would it conflict with any adopted plans or policies for new transit facilities or services, the proposed project is not expected to have an adverse impact on transit services in the immediate vicinity of the project site. **(Less than Significant Impact)**

Roadway Facilities

The San Bruno General Plan, through "Transportation Policy T-B," requires the City to maintain acceptable levels of service for vehicular movement along the city's street network. In order to evaluate this policy, the City uses the LOS metric which is a qualitative description of driver comfort and convenience. The General Plan establishes LOS for specific intersections listed in the Transportation Element but does not establish citywide LOS standards. LOS D is required to be maintained for the following eight intersections located adjacent to the project site: Admiral Court and Commodore Drive, El Camino Real and Commodore Drive, El Camino Real and I-380 Westbound Off Ramps, El Camino Real and I-380 Eastbound Off Ramps, El Camino Real and Sneath Lane, El Camino Real and Bayhill Drive, Cherry Avenue and Commodore Drive, National Avenue and Sneath Lane. The intersections that include El Camino Real are within Caltrans jurisdiction, and are therefore subject to the Caltrans standard of LOS D.

However, in accordance with CEQA Guidelines Section 15064.3(a) LOS can no longer be used as a metric to identify traffic impacts under CEQA. Therefore, the project traffic impacts related to the City's General Plan are considered less than significant, and the relevant question for CEQA is whether the project would be required to improve or modify an intersection or roadway to bring project traffic into conformance with General Plan Policy T-B, which would represent a physical change to the environment associated with the project requiring analysis under CEQA.

The project's effect on intersection levels of service, which is discussed in Section 4.17.3 Non-CEQA Effects, found that all intersections would continue to operate at an acceptable level when measured against the City and Caltrans standards. The proposed off-site sales vehicle unloading area (refer to Section 3.2.4.3) would be 15-feet wide and would not obstruct traffic using the adjacent 20-foot wide drive aisle. Therefore, the project would not be required to improve or modify an intersection or roadway and would have a less than significant impact on roadway facilities. **(Less than Significant Impact)**

Bicycle Facilities

A significant impact on bicycle facilities would occur if the project would not provide or eliminate bicycle access, conflict with existing or planned facilities, or created hazardous conditions for bicyclists. As previously discussed above, there are no existing bicycle facilities in the immediate vicinity of the project site with the nearest bicycle facilities being Class II bike lanes along Sneath Lane. The Walk n' Bike Plan identifies several potential bicycle improvements within the project vicinity; however, none are planned or funded at this time. The project would not remove any bicycle facilities, nor would it conflict with any adopted plans or policies for new bicycle facilities. **(Less than Significant Impact)**

Pedestrian Facilities

A significant impact to pedestrian facilities would occur if the project would not provide or eliminate access, conflict with existing or planned pedestrian facilities, or would create hazardous conditions for pedestrians. The project would provide a pedestrian connection to the existing sidewalk on Admiral Drive adjacent to the dealership entrance. Additional sidewalk connections were determined by Public Works to not be necessary for this standalone land use, and existing sidewalks on the west side of Admiral Drive will continue to be used as the primary pedestrian circulation in the vicinity of the project.. Additionally, the152rojectt would be consistent with the City's Walk 'n Bike Plan, since it is an urban infill development that would improve the visual character of the project site (refer to Impact AES-3) and add street trees along the project frontage, which would be consistent with the City's goals of beautifying streetscapes. There are no proposed pedestrian improvements identified in the Walk 'n Bike Plan on or adjacent to the project site that the project would be required to implement or would interfere with. Therefore, the project would not impact existing or planned pedestrian facilities, or conflict with a program, plan, ordinance, or policy addressing pedestrian facilities. **(Less than Significant Impact)**

Impact TRN-2:	The project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). **(Less than Significant Impact)**

The City of San Bruno has not adopted threshold guidelines related to VMT; therefore, guidelines from the San Mateo County VMT Policy were used for the project. The San Mateo County VMT policy includes screening criteria that would exempt development projects from completing a full VMT analysis. Based on the screening criteria from the San Mateo County Policy, the project would qualify as a local and regional serving commercial development with 50,000 square feet or less and would have a less than significant VMT impact.

Further, the project would include the construction of an approximately 171,610 square foot automobile dealership development; however, of the 171,610 square feet only 43,254 square feet would be used for vehicle sales and services. The remaining 128,365 square feet would be for vehicle storage and would not be commercial space, and therefore would not generate any vehicle trips. Additionally, by locating a regional-serving commercial development (i.e., a Genesis/Hyundai dealership) in an area that lacks this specific automobile dealership, the project would shorten trips for existing and future service customers. Currently, the nearest existing Hyundai service stations are in Fremont (43690 Auto Mall Circle) and San José (4425 Stevens Creek Boulevard). The addition of the project would not add trips or increase VMT on a regional scale but instead redirect existing and future customers to a closer location. Although VMT associated with employee and inventory vehicle delivery trips would increase in comparison with existing conditions, this increase would be offset by the reduction in vehicle trips associated with the servicing of Genesis and Hyundai vehicles, resulting in a net reduction in VMT.

For these reasons, the project would comply with the criteria for a local and regional serving commercial development and the project would be presumed to have a less-than-significant impact on VMT. **(Less than Significant Impact)**

Impact TRN-3:	The project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). **(Less than Significant Impact)**

Geometric Design

Site access was evaluated to determine the adequacy of the site's driveway with regard to the following: geometric design, sight distance, traffic queuing, delivery truck and garbage collection, and loading space. On-site vehicular circulation was reviewed in accordance with generally accepted traffic engineering standards and transportation planning principles.

As shown in Figure 3.2-1, vehicle access to the project site would be provided via the two existing driveways located on Admiral Court (Driveway #1) and Commodore Drive (Driveway #3). A third driveway would be constructed as part of the project along Commodore Drive (Driveway #2). Driveway #1 and Driveway # 2 would be the primary driveways for future customers because both driveways would provide access to the service shop. Driveway #3 would be the primary driveway for employees to park in the basement levels and it would be how customers would exit the service shop. Driveway #1 would be widened to 34 feet, Driveway #2 would be 26 feet wide, and Driveway #3

would be 24 feet wide. All three driveways would provide adequate sight distance and room for vehicles to enter and exit the project site. No obstructions, such as landscaping, are proposed within the driveways; therefore, drivers would not have an obstructed view when entering and existing the site.

Based on the project trip generation and trip assignment, it is estimated that the project driveways would serve 58 inbound trips and 22 outbound trips during the AM peak hour and 42 inbound trips and 63 outbound trips during the PM peak hour. No queuing or roadway blockages would occur on Admiral Court since vehicles are expected to the enter or exit the site and volume of vehicles traveling to the site during peak hours is low. Therefore, no vehicle queueing issues are anticipated.

Delivery vehicles and garbage trucks would use Driveway #3 to enter the project site. Based on truck turning movement templates for small to medium sized vehicles (single-unit 30), there would be adequate space for garbage trucks, delivery vehicles, and emergency vehicles to maneuver in and out of the loading zone.

To unload vehicles for the proposed automobile dealership, vehicle truck trailers will utilize Cherry Avenue to access Commodore Drive eastbound and park in a newly constructed designated loading zone within existing City right-of-way that will be south of the Leo J. Ryan Memorial Federal Building. Unloading of inventory vehicles would be permitted for Monday through Saturday between 9:00am and 6:00pm.The unloaded vehicles would then be driven to the dealership to be stored. Proposed improvements to Commodore Drive include widening the one-way street to 35 feet that will consist of a 20-foot travel lane and a 15-foot loading zone on the southern portion of Commodore Drive that will allow loading to occur without impeding through traffic.

Based on the above discussion regarding the geometric dimensions of the proposed development, the project would not substantially increase hazards due to a geometric design feature. **(Less than Significant Impact)**

Incompatible Uses

As shown in Figure 2.5-3, the project site is adjacent to commercial uses to the north and east (the Shops at Tanforan), and residential uses to the west. The existing Genesis Hyundai Dealership currently operates out of the Shops at Tanforan, and there is a Toyota dealership located approximately 2,700 feet to the southeast. Operations associated with the facility include vehicle test drives by customers, sales associates and service staff on local roadways, vehicle servicing and detailing, and moving vehicles to and from the designated off-site loading zone. These operations are not inherently incompatible with the surrounding uses. Therefore, the project would not introduce a new, incompatible use to the area, and automobile dealerships are not inherently incompatible with commercial and residential uses. The project does not propose any uses that would be incompatible with the existing mix of uses in the project area or propose a use that would bring unusual equipment on the roadways (e.g., farm equipment). For these reasons, the project would not result in a significant impact due to incompatible uses. **(Less than Significant Impact)**

Impact TRN-4:	The project would not result in inadequate emergency access. **(No Impact)**

As discussed under Impact HAZ-6, the project would not impair or interfere with an adopted emergency response or evacuation plan. During construction and operation of the proposed project, streets, roadways, and trails would not be permanently blocked such that emergency vehicles would be unable to access the site or surrounding sites. All development projects are required to submit a traffic control plan prior to issuance of construction-related permits that demonstrates safe and efficient traffic flows and emergency access would be maintained throughout the duration of construction. Emergency vehicle access (EVA) to the site post-construction would be provided via all three project driveways. As discussed in Section 4.9 under Impact HAZ-6, unloading of sales vehicles would occur within a proposed 15-foot wide unloading zone and would not obstruct emergency vehicles traveling on Commodore Drive in the proposed adjacent 20-foot wide drive aisle. Therefore, the construction and operation of the project would not result in inadequate emergency access.

4.17.3 Non-CEQA Effects

As noted above, with the passage of SB 743 amending CEQA's evaluation of transportation impacts and the effective date of the Guidelines implementing SB 743, a project's effects on Level of Service shall no longer be considered an impact on the environment. The following discussion is included for informational purposes because the City of San Bruno has policies that address Level of Service as a planning or growth management matter, outside the CEQA process. In the event a deficient LOS condition is identified, the City has discretion whether to require a project to address the deficiency by implementing roadway or other transportation improvements to restore or improve the level of service, and the relevant question under CEQA is whether those improvements would result in adverse physical changes to the environment, and not whether Level of Service has degraded below the condition considered acceptable.

Consistent with City requirements, a local transportation analysis was prepared to identify potential adverse operational effects that may arise due to a new development. The Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition (2021) was utilized to calculate the vehicle trips generated by the proposed project. Average rates were used to determine the magnitude of trips that would be generated by the project based on Showroom, Office and Service area square footages. The floor area square footage was not used since other areas of the dealership would be used for vehicle storage or vehicle inventory.

Trip Generation

Based on the project description and ITE trip generation rates, the proposed project would generate a total of 1,204 daily vehicle trips, with 80 (58 inbound and 22 outbound) occurring during the AM peak hour and 105 trips (42 inbound and 63 outbound) occurring during the PM peak hour. Table 4.17-1 lists the trip generation estimates.

Table 4.17-1: Project Trip Generation Estimate									
Land Use	Size	Daily Rate per 1,000 sq.ft.	Daily Trips	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Auto Dealership[1]	43,324 square feet	27.84	1,204	58	22	80	42	63	105

Source: Hexagon Transportation Consultants, Inc. *1010 Admiral Court Transportation Analysis*. November 2022.

Notes:

[1] Average rates used for Daily Weekday, AM peak hour, and PM peak hour based on ITE Trip Generation, 11th Edition land use Automobile Sales (New). The project size includes showroom area, office area and service area.

Intersection Operations Analysis

The results of the intersection LOS analysis under existing plus project and background plus project conditions (refer to Table 4.17-2) show that both study intersections would operate at an acceptable level during both the AM and PM peak hours of traffic when measured against the applicable municipal and Caltrans LOS standards.[71] Accordingly, the project would not have an adverse effect on intersection operations.

Table 4.17-2: Project Levels of Service							
Intersection	Peak Hour	Traffic Control	No Project		With Project		
			Average Delay (sec.)	LOS	Average Delay (sec.)	LOS	Change in Critical Delay
Existing Conditions							
Admiral Court and Commodore Drive	AM	TWSC	11.1	B	11.7	B	0.6
	PM		9.9	A	10.4	A	0.5
El Camino Real and Commodore Drive*	AM	Signal	20.2	C	21.4	C	1.2
	PM		10.6	B	11.7	B	1.1
El Camino Real and I-380 Westbound Off Ramps*	AM	Signal	13.8	B	14.1	B	1.1
	PM		25.8	C	26.6	C	0.8
El Camino Real and I-380 Eastbound Off Ramps*	AM	Signal	5.5	A	5.8	A	0.3
	PM		22.9	C	24.6	C	1.7

[71] Background plus project conditions include existing developments and approved developments that have not yet been constructed or occupied. A list of projects included in the existing plus project and background plus project conditions can be found in Appendix F.

Table 4.17-2: Project Levels of Service							
Intersection	**Peak Hour**	**Traffic Control**	**No Project**		**With Project**		
			Average Delay (sec.)	**LOS**	**Average Delay (sec.)**	**LOS**	**Change in Critical Delay**
EL Camino Real and Sneath Lane*	AM	Signal	30.8	C	30.8	C	0
	PM		33.2	C	33.4	C	0.2
El Camino Real and Bayhill Drive*	AM	Signal	5.3	A	5.3	A	0
	PM		11.3	B	11.3	B	0
Cherry Avenue and Commodore Drive	AM	AWSC	10.4	B	10.4	B	0
	PM		9.4	A	9.5	A	0.1
National Avenue and Sneath Lane	AM	Signal	21.6	C	21.7	C	0.1
	PM		21.5	C	21.6	C	0.1
Background Plus Project Conditions							
Admiral Court and Commodore Drive	AM	TWSC	11.1	B	11.7	B	0.6
	PM		9.9	A	10.4	B	0.5
El Camino Real and Commodore Drive*	AM	Signal	26.3	C	27.4	C	1.1
	PM		13.7	B	15.1	B	1.4
El Camino Real and I-380 Westbound Off Ramps*	AM	Signal	17.5	B	17.7	B	0.2
	PM		28.1	C	29.1	C	1.0
El Camino Real and I-380 Eastbound Off Ramps*	AM	Signal	14.8	B	15.1	B	0.3
	PM		27.0	C	29.6	C	2.6
EL Camino Real and Sneath Lane*	AM	Signal	38.5	D	38.6	D	0.1
	PM		43.3	D	43.3	D	0
El Camino Real and Bayhill Drive*	AM	Signal	14.8	B	14.7	B	-0.1
	PM		18.5	B	18.5	B	0
Cherry Avenue and Commodore Drive	AM	AWSC	12.4	B	12.4	B	0
	PM		11.3	B	11.3	B	0
National Avenue and Sneath Lane	AM	Signal	21.6	C	21.7	C	0.1
	PM		21.8	C	21.8	C	0

Source: Hexagon Transportation Consultants, Inc. *1010 Admiral Court Transportation Analysis*. November 2022.

Notes:

AWSC = All-Way Stop Control; TWSC = Two-Way Stop Control

* Intersections within Caltrans jurisdiction and are to the Caltrans standard of LOS D.

4.18 TRIBAL CULTURAL RESOURCES

The following discussion is based, in part, on an Archaeological Resources Assessment prepared for the project by PaleoWest, LLC. A copy of this report, dated June 2021, is on file with the City of San Bruno's Community and Economic Development Department.

4.18.1 Environmental Setting

4.18.1.1 *Regulatory Framework*

Senate Bill 18

The intent of SB 18 is to aid in the protection of traditional tribal cultural places through local land use planning by requiring city governments to consult with California Native American tribes on projects which include adoption or amendment of general plans (defined in Government Code Section 65300 et seq.) and specific plans (defined in Government Code Section 65450 et seq.). SB 18 requires local governments to consult with tribes prior to making certain planning decisions and to provide notice to tribes at certain key points in the planning process.

Assembly Bill 52

AB 52, effective July 2015, established a new category of resources for consideration by public agencies called Tribal Cultural Resources (TCRs). AB 52 requires lead agencies to provide notice of projects to tribes that are traditionally and culturally affiliated with the geographic area if they have requested to be notified. Where a project may have a significant impact on a tribal cultural resource, consultation is required until the parties agree to measures to mitigate or avoid a significant effect on a tribal cultural resource or until it is concluded that mutual agreement cannot be reached.

Under AB 52, TCRs are defined as follows:

- Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are also either:
- Included or determined to be eligible for inclusion in the California Register of Historic Resources, or
- Included in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- A resource determined by the lead agency to be a TCR.

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on tribal cultural resources resulting from planned development within the City including the following:

Policies	Description
ERC-F	Preserve and enhance historic and cultural resources within the City, particularly within the historic Downtown area.
ERC-39	Continue to protect archaeological sites and resources from damage. Require that areas found to contain significant indigenous artifacts be examined by a qualified archaeologist for recommendations concerning protection and preservation.

4.18.1.2 *Existing Conditions*

In Northern California, human occupation extends back to at least 9,000-11,500 years with Native American occupation and use of the Bay Area extending over 5,000-8,000 years and possibly longer. Native Americans at the time of Euro-American contact tended to live along the alluvial terraces and along historic Bay margins, there is potential for the discovery of Native American cultural resources within the City. Native American cultural resources have also been found in San Mateo County near sources of fresh water, including streams and creeks.

The project site has been previously developed, and is surrounded by existing developments, including commercial uses to the north and west, and multi-family residential to the west. There are no known archaeological or tribal cultural resources at the project site. Due to the previously disturbed nature of the project site, and that no prehistorical or historical archaeological resource recovery sites have been identified within a quarter mile of the site, the Archaeological Resources Assessment identified a low potential to encounter undiscovered subsurface archaeological resources on-site, including those that may constitute a tribal cultural resource.

As required by SB 18 and AB 52, notification letters were sent out to Native American tribes historically associated with the City of San Bruno on November 2, 2022. Pursuant to SB 18 and AB 52, since no responses were received as of January 23, 2023 (the end of the 90-day period required by law), the tribal consultation process under these laws has concluded.

4.18.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
1) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☐	☒
2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Impact TCR-1: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). **(No Impact)**

As documented in Section 4.18.1.2 Existing Conditions, no known archaeological or tribal cultural resources are present at the project site. No tribes have requested consultation or otherwise indicated the presence or likely presence of TCRs on the site. Therefore, the project would not cause a substantial adverse change in the significance of a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Impact TCR-2: The project would not cause a substantial adverse change in the significance of a tribal cultural resource that is determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in Section 4.18.1.1, tribal cultural resources can be sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe, or any resource determined by the Lead Agency to be a TCR. As documented in Section 4.18.1.2

Existing Conditions, no known archaeological or tribal cultural resources are present at the project site, and no tribes affiliated with San Bruno identified any tribal cultural resources in response to SB 18 and AB 52 outreach efforts.

As discussed in Section 4.5.2 under Impact CUL-2, the project site has a low sensitivity for archaeological resources, including those that might constitute a tribal cultural resource. Implementation of MM CUL-2.1 and MM CUL-2.2 would ensure that any unknown culturally significant archaeological resources (including potential tribal cultural resources) encountered during construction would be identified, evaluated and appropriately treated in accordance with the recommendations of a qualified archaeologist. Implementation of MM CUL-3.1 (refer to the discussion in Section 4.5 Cultural Resources under Impact CUL-3) would ensure that any human remains encountered during ground-disturbing activities that are determined to be Native American in origin by the County coroner would be treated in accordance with the guidelines of the NAHC. As such, adherence with the aforementioned mitigation measures would ensure that the project does not cause a substantial adverse change in the significance of a tribal cultural resource, if inadvertently encountered during construction.

4.19 UTILITIES AND SERVICE SYSTEMS

4.19.1 Environmental Setting

4.19.1.1 *Regulatory Framework*

State

State Water Code

Pursuant to the State Water Code (Section 10635), water suppliers providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000 acre-feet (approximately 980 million gallons) of water annually must prepare and adopt an urban water management plan (UWMP) and update it every five years. As part of a UWMP, water agencies are required to evaluate and describe their water resource supplies and projected needs over a 20-year planning horizon, water conservation, water service reliability, water recycling, opportunities for water transfers, and contingency plans for drought events. The San Francisco Public Utilities Commission (SFPUC), which supplies water supplies to the City of San Bruno, adopted its most recent UWMP in April 2021.

Bay-Delta Plan Amendment

In December 2018, the SWRCB adopted amendments to the Water Quality Control Plan for the San Francisco Bay/Sacramento-San Joaquin Delta Estuary (Bay-Delta Plan Amendment) to establish water quality objectives to maintain the health of the Bay-Delta ecosystem. The adopted Bay-Delta Plan Amendment was developed with the stated goal of increasing salmonid populations in three San Joaquin River tributaries (the Stanislaus, Merced, and Tuolumne Rivers) and the Bay-Delta. The Bay-Delta Plan Amendment requires the release of 30 to 50 percent of the "unimpaired flow" on the three tributaries from February through June in every year type.

If the Bay-Delta Plan Amendment is implemented, the SFPUC will be able to meet the projected water demands presented in the 2021 UWMP in normal years but would experience supply shortages in single dry years or multiple dry years. Implementation of the Bay-Delta Plan Amendment will require rationing in all single dry years and multiple dry years. The SFPUC has initiated an Alternative Water Supply Planning Program to ensure that it can meet its retail and wholesale customer water needs, address projected dry years shortages, and limit rationing to a maximum 20 percent system-wide in accordance with adopted SFPUC policies.

There is much uncertainty surrounding implementation of the Bay-Delta Plan Amendment. Since adoption of the Bay-Delta Plan Amendment, over a dozen lawsuits have been filed in both federal and state courts, challenging the SWRCB's adoption of the Bay-Delta Plan Amendment, including a legal challenge filed by the federal government, at the request of the U.S. Department of Interior, Bureau of Reclamation. This litigation is in the early stages and there have been no dispositive court rulings as of this date.

Assembly Bill 341

AB 341 sets forth the requirements of the statewide mandatory commercial recycling program Businesses that generate four or more cubic yards of garbage per week and multi-family dwellings

with five or more units in California are required to recycle. AB 341 sets a statewide goal for 75 percent disposal reduction by the year 2020.

Assembly Bill 939

The California Integrated Waste Management Act of 1989, or AB 939, established the Integrated Waste Management Board, required the implementation of integrated waste management plans, and mandated that local jurisdictions divert at least 50 percent of solid waste generated (from 1990 levels), beginning January 1, 2000, and divert at least 75 percent by 2010. Projects that would have an adverse effect on waste diversion goals are required to include waste diversion mitigation measures.

Assembly Bill 1826

Assembly Bill 1826 (AB 1826) requires that state agencies, businesses, and multifamily complexes that generate specific quantities of organic or solid waste each week enroll in organic recycling programs through an applicable solid waste disposal company. Organic recycling programs may take the form of composting, mulching, or anaerobic digestion. Businesses and multi-family residential housing complexes that generate the following quantities are required to implement organic or solid waste recycling programs under AB 1826:

- Eight or more cubic yards of organic waste per week as of April 1, 2016;
- Four of more cubic yards of organic waste per week as of January 1, 2017;
- Four or more cubic yards of solid waste per week as of January 1, 2019; and
- Two or more cubic yards of solid waste per week as of January 1, 2020, if statewide disposal of organic waste is not reduced by half.

CalRecycle is currently evaluating whether California has achieved its statewide organic disposal goal of reducing organic waste disposal to 50 percent of 2014 levels by 2020. If this goal is not achieved, organic composting and recycling requirements will be expanded such that businesses that generate two or more cubic yards of solid waste per week must comply.

Senate Bill 1383

SB 1383 establishes targets to achieve a 50 percent reduction in the level of the statewide disposal of organic waste from the 2014 level by 2020 and a 75 percent reduction by 2025. The bill grants CalRecycle the regulatory authority required to achieve the organic waste disposal reduction targets and establishes an additional target that at least 20 percent of currently disposed edible food is recovered for human consumption by 2025.

California Green Building Standards Code

In January 2010, the State of California adopted the California Green Building Standards Code, establishing mandatory green building standards for all buildings in California. A recent update of these standards was published in July 2022 and went into effect on January 1, 2023. The code covers five categories: planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and indoor environmental quality. These standards include the

following mandatory set of measures, as well as more rigorous voluntary guidelines, for new construction projects to achieve specific green building performance levels:

- Reducing indoor water use by 20 percent;
- Reducing wastewater by 20 percent;
- Recycling and/or salvaging 50 percent of nonhazardous construction and demolition debris; and
- Providing readily accessible areas for recycling by occupants.

Regional

SFPUC Water System Improvement Program

SFPUC's Water System Improvement Program (WSIP) was approved on October 31, 2008, with the purpose of improving the delivery reliability of the Regional Water System (RWS) that is operated by SFPUC. The objectives of the WSIP related to water supply are listed below.

- Meet average annual water demand of 265 million gallons daily (MGD) from the SFPUC watersheds for retail and wholesale customers during non-drought years for system demands consistent with the 2009 Water Supply Agreement.
- Meet dry-year delivery needs while limiting rationing to a maximum 20 percent system-wide reduction in water service during extended droughts.
- Diversify water supply options during non-drought and drought periods.
- Improve use of new water sources and drought management, including groundwater, recycled water, conservation, and transfers.

The WSIP provides benefits to the City by improving the reliability of wholesale water purchased from SFPUC, especially during periods of drought. The program aims to meet customer water needs in non- drought and drought conditions and provides dry-year water supply projects to augment all year type water supplies during drought. As of August 2021, the WSIP was approximately 99 percent complete; the currently forecasted date to complete the overall WSIP is May 2023.

South Westside Basin Groundwater Management Plan

The South Westside Basin Groundwater Management Plan (GWMP), completed in July 2012, includes strategies and recommendations that guide planning decisions in a manner that preserves groundwater within the South Westside Groundwater Basin, which supplies groundwater to the City of San Bruno. The GWMP indicates that the basin is not in overdraft and the City can pump at a rate of 2.1 MGD on a long-term basis.

Regional Groundwater Storage and Recovery Project

In December 2014, the Regional Groundwater Storage and Recovery (GSR) Project operating agreement was signed to ensure long-term management and sustainability of the South Westside Groundwater Basin through a strategic conjunctive use partnership. The partnership with the City of San Bruno, SFPUC, California Water Service (serving South San Francisco and Colma), and the City

of Daly City allows the agencies to operate the basin jointly and provides a new 20-billion-gallon regional dry year groundwater supply. The project is included as part of the SFPUC WSIP described above. The City of San Bruno implemented conjunctive use operations starting in 2016.

The Regional GSR Project is an in-lieu groundwater recharge program that balances groundwater and the SFPUC RWS to increase drought year water supplies. Under the Regional GSR Project, the City operates under two supply modes that vary according to hydrologic conditions. During wet and normal years ("put" operations), SFPUC provides additional surface water to the City to reduce the City's groundwater pumping. The additional supply is stored in the South Westside Basin as groundwater until it is needed during a drought or emergency. During dry years ("take" operations), the City utilizes available groundwater supplies and reduces surface water deliveries, thereby freeing surface water supply to be delivered to other SFPUC customers.

Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating impacts on utilities and service systems resulting from planned development within the City including the following:

Policies	Description
PFS-3	Require, as part of plan review, identification of needed public service improvement and maintenance costs for those projects that may have a significant impact on existing services.
PFS-8	Require expansion of the City's water distribution system proportionate with new development's fair share of demand.
PFS-9	Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.
PFS-17	Ensure that new or expanded water supply and transmission facilities are constructed in a manner in which construction and operation impacts are minimized or avoided.
PFS-20	Require expansion of the City's sewer collection system proportionate with new development's fair share of demand.
PFS-21	Upgrade or replace sewer lines to accommodate anticipated flows and to prevent overflows. Upgrade sewer lift stations as needed.
PFS-31	Ensure adequate fire water pressure as a condition of approval for all new development projects.
PFS-66	Enforce landscape requirements that facilitate efficient energy use or conservation, such as drought-resistant landscaping and/or deciduous trees along southern exposures.
PFS-70	Facilitate environmentally sensitive construction practices by: • Restricting use of chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs) and halons in mechanical equipment and building materials; • Promoting use of products that are durable and allow efficient end-of-life disposal (e.g. reusable, recyclable, biodegradable); • Promoting the purchase of locally or regionally available materials; and

Policies	Description
	• Promoting the use of cost-effective design and construction strategies that reduce resource and environmental impacts.
PFS-72	Work with utility providers to ensure that adequate electrical and natural gas facilities and services are available to meet the demands of existing and future development.
PFS-73	Provide for utility access and prevent easement encroachments that might impair the safe and reliable maintenance and operation of utility facilities.
PFS-74	Work with telecommunication providers to ensure that telecommunications service is available for existing and future development.

City of San Bruno Water System Master Plan

The City's 2020 Water System Master Plan (WSMP), dated December 2021, served as an update to the City's 2012 Water Service Master Plan and provides a comprehensive road map for the City's water system through 2040. In addition to assessing the City's projected supply and demand through 2040, the 2020 WSMP updated the City's hydraulic model and evaluated the performance of the existing and future water system under existing and 2040 buildout water demand conditions. Based on the results of the performance analysis, the 2020 WSMP identified pipeline and facility rehabilitation and replacement projects. The 2020 WSMP also included a Water Shortage Contingency Plan (WSCP), a six-stage plan describing specific actions to reduce water demand by greater than 50 percent in the event of a water supply shortage or emergency.

City of San Bruno Sanitary Sewer Management Plan / Sewer Master Plan

Two documents govern San Bruno's sewer systems, 1) City of San Bruno Sewer Master Plan, dated February 2014, and; 2) City of San Bruno Sewer System Management Plan, dated October 2019. The February 2014 Sewer Master Plan was a legally mandated update to the 2000 Master Plan, and provides a sewer system condition assessment, a Capacity Assurance Plan, and a long-range Capital Improvement Program for the City's sewer system. The Sewer System Management Plan complements the Sewer Master Plan by providing policies, procedures, and activities related to the planning, management, operation, and maintenance of the City's sanitary sewer system.

City of San Bruno Storm Drain Master Plan

To identify and address potential flood risks in the City of San Bruno, a Storm Drain Master Plan was adopted by the City in June 2014. In addition to updating the City's flood control guiding document, the Master Plan defines a new Capital Improvement Program to address the storm drain system's capacity deficiencies.

4.19.1.2 *Existing Conditions*

Water Service, Demand, and Conveyance

The City of San Bruno purchases treated surface water from SFPUC and North Coast County Water District (NCCWD) and delivers water to its customers through its water distribution system, which consists of 100 miles of pipelines, 9,000 valves, 985 fire hydrants, eight pumping stations, eight

storage tanks, and 13 pressure zones. SFPUC water supplies are primarily derived from the Hetch Hetchy watershed within Yosemite National Park and subsequent downstream reservoirs, with the remaining SFPUC water supplies originating locally within the Bay Area. SFPUC provides an Individual Supply Guarantee of 3.25 MGD to the City of San Bruno, and a collective 184 MGD Individual Supply Guarantee to all members, including the City of San Bruno.

The City of San Bruno also obtains water locally from South Westside Basin groundwater resources. Most of the City of San Bruno is underlain by the South Westside Basin, which produces approximately 8,600 acre-feet of water annually and is ranked as a Very Low priority basin. As a Very Low priority basin, the Westside Basin users are not mandated to form a Groundwater Sustainability Agency or develop a Groundwater Sustainability Plan. More information regarding the physical conditions of the South Westside Basin, as well as further details regarding the hydrological setting within the City of San Bruno, are included in Section 4.10 of this Initial Study. The City currently operates four groundwater wells. Prior to 2016, groundwater use comprised about 50 percent of the City's total water supply. In 2016, the City reduced its use of groundwater to about 10 percent of its total water supply in accordance with the Regional GSR Project (refer to Section 4.19.1.1). The City's groundwater production through the year 2031 is projected to remain at 2.10 MGD.

Existing 12-inch water lines are located in Commodore Drive.

Wastewater Generation, Conveyance, and Treatment

The City of San Bruno owns and maintains the sanitary sewer conveyance system within City limits and is responsible for sewer system operation and maintenance therein. Wastewater is transported through this conveyance system to the Shaw Road Pump Station from two sewer pipeline segments: one located near Tanforan Avenue, and the other at 7th Avenue. Wastewater is then transported from the South San Francisco Shaw Road Sewage Pump Station, ultimately to the South San Francisco/San Bruno Water Quality Control Plant (WQCP) in South San Francisco for treatment. The WQCP processes wastewater discharge for the Cities of South San Francisco, San Bruno, and the Town of Colma. There is no formal agreement about the proportion of wastewater treatment capacity entitled to each city, however, the agreement is specific that the share of operating costs is proportional to use.

During dry weather conditions, the WQCP has a peak flow capacity of 13 MGD of wastewater, which is increased to a peak capacity of 62 MGD during wet weather flow conditions; average dry-weather flows at the WQCP are approximately 9 MGD, and average peak weather flows can exceed 60 MGD. To accommodate peak wet-weather flows, the WQCP is in the process of conducting facility improvements, which would include installation of a new storage basin to retain excess flows during wet-weather conditions. Currently, the City of San Bruno generates an average of approximately 2.146 MGD of dry-weather wastewater which is eventually conveyed to and treated at the South San Francisco/San Bruno WQCP from both the Tanforan Avenue and 7th Avenue systems, and has an allocated dry-weather capacity of 3.5 MGD at the WQCP.[72] The City generates a peak

[72] Schumacker, Brian. Plant Superintendent. South San Francisco/San Bruno Water Quality Control Plant (WQCP). Personal communication. December 20, 2021.

wet weather flow of approximately 20.3 MGD; the City does not have an allocated wet weather capacity at the South San Francisco/San Bruno WQCP.

Existing 12-inch sewer mains are located in Commodore Drive.

Storm Drain System

San Bruno's Public Works Department Streets and Stormwater Division operates and maintains the storm drainage system in the City. The City of San Bruno contains six watersheds that drain the city. The city's primary drainage basins – San Bruno Creek, Crystal Springs Creek, and Huntington Creek encompass 80 percent of San Bruno's land area. The project site is within the San Bruno Creek drainage basin, which encompasses an area of 1,415 acres of mostly urbanized land, sloping steeply toward the east. It is bounded on the north by the Colma Creek drainage basin and on the south by the Huntington Creek drainage basin. The western edge of the San Bruno Creek drainage basin begins in the coastal range at the boundary with the City of Pacifica, and continues eastward. This basin is heavily urbanized, with approximately 50 percent or more of the creek running underground through culverts. San Bruno Creek is not a natural creek but is composed of a series of channels, pipes, and detention basins. Both Huntington Creek and Crystal Springs Creek are tributaries of San Bruno Creek.

As it exists, approximately 93 percent (67,269 square feet) of the site is pervious while the remaining seven percent is impervious (5,079 square feet). Within the vicinity of the project site, surface runoff flows into underground pipes, boxes, and channels that ultimately discharge into the San Bruno Channel before being emptied into the San Francisco Bay. The discharge point for the San Bruno Creek watershed is the San Bruno Channel, which is maintained by the Flood Control District and located next to the SSF/SB WQCP just north of SFO.[73]

Existing 15- and 30-inch storm drains are located in Commodore Drive.

Solid Waste Generation, Collection, and Disposal

Recology San Bruno ((Solid Waste Information System (SWIS) ID 41-AA-0014)) provides solid waste disposal services citywide, including garbage, recycling, and organic composting services. Recology San Bruno transports solid waste to the San Bruno Transfer Station at 101 Tanforan Avenue, where solid waste is processed, treated, and transported to other disposal facilities. The San Bruno Transfer Station has a maximum permitted capacity of 768 tons of solid waste per day. From the San Bruno Transfer Station, most of the City's solid waste is transported via trucks to Corinda Los Trancos Landfill (SWIS 41- AA-0002, formerly Ox Mountain Landfill) in Half Moon Bay, which has a remaining capacity of 22,180,000 cubic yards and serves the City of San Bruno as well as numerous other Bay Area jurisdictions. However, the City distributes limited quantities of its solid waste to numerous other Class III (non-hazardous) landfill facilities. All municipal Class III landfills that received City of San Bruno solid waste in 2018, the year with the most recent available data, are identified below in Table 4.19-1. While the City may have disposed of any permitted type of solid waste, including hazardous wastes at any of these facilities in 2018, only remaining municipal Class III disposal capacity is displayed.

[73] City of San Bruno. *San Bruno General Plan*. March 2009.

Table 4.19-1: Capacity at Class III Landfill Facilities		
Facility (SWIS ID)	**Remaining Capacity**	**Permitted Through**
Altamont Landfill & Resource Recovery (01-AA-0009)	65,400,000	January 1, 2025
Corinda Los Trancos Landfill (41-AA-0002)	22,180,000	January 1, 2034
Fink Road Landfill (50-AA-0001)	7,184,701	December 1, 2023
Guadalupe Sanitary Landfill (50-AA-0001)	11,055,000	January 1, 2048
Monterey Peninsula Landfill (50-AA-0001)	48,560,000	February 28, 2107
Newby Island Sanitary Landfill (50-AA-0001)	21,200,000	January 1, 2041
Potrero Hills Landfill (50-AA-0001)	13,872,000	February 14, 2048
Recology Hay Road (50-AA-0001)	30,433,000	January 1, 2077
Recology Ostrom Road LF Inc. (50-AA-0001)	39,223,000	December 31, 2066
Vasco Road Sanitary Landfill (50-AA-0001)	7,379,000	December 31, 2022
Sources: CalRecycle. "Jurisdiction Disposal by Facility With Reported Alternative Daily Cover (ADC) and Alternative Intermediate Cover (AIC): Disposal During 2018 for San Bruno". Accessed October 17, 2022. https://www2.calrecycle.ca.gov/LGCentral/DisposalReporting/Destination/DisposalByFacility CalRecycle. "SWIS Facility/Site Search." Accessed October 17, 2022. https://www2.calrecycle.ca.gov/SolidWaste/Site/Search		

In 2021, the City of San Bruno generated 30,621 tons of solid waste, with residents generating approximately 4.4 pounds of solid waste per capita per day and employees generating 10.7 pounds of solid waste per capita per day. CalRecycle's 2021 disposal goals for the City of San Bruno were 4.5 pounds per day for residents; therefore, the City of San Bruno met its per capita solid waste diversion goals in 2021.[74] Per capita solid waste generation in the City has decreased over time due to numerous waste diversion programs, including source reduction, recycling, composting, incentivization, and public education initiatives.

[74] CalRecycle. "Disposal Rate Calculator (San Bruno, 2021)". Accessed October 19, 2022. https://www2.calrecycle.ca.gov/LGCentral/AnnualReporting/DisposalRateCalculator.

4.19.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
1) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
2) Have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
3) Result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
4) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
5) Be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒

Impact UTL-1: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects. **(Less than Significant Impact)**

Water Facilities

The proposed project would rely on the existing water delivery system to supply water to the site. An eight-inch fire water line would be installed along the north and east sides of the building, and the project would construct lateral connections to the existing water lines in Commodore Drive. Construction of these improvements would occur during grading of the site in accordance with City regulations and would not result in significant environmental effects. As discussed in Impact UTL-2 below, adequate water supplies exist to meet the project's water demand in normal, dry, and multiple dry year scenarios. As such, no new or expanded water facilities would be required. **(Less than Significant Impact)**

Wastewater Treatment Facilities

Wastewater generated by the project would be handled by South San Francisco-San Bruno Water Quality Control Plant (SSF/SB WQCP) treatment plant. As discussed under Impact UTL-3, the SSF/SB WQCP treatment plant has adequate disposal capacity. No expansion or construction of wastewater treatment facilities would be required to accommodate the project. The project would construct four-inch lateral connections to existing 12-inch sewer lines in Commodore Drive. Construction of lateral connections would occur during grading in accordance with City regulations and would not cause significant environmental effects. **(Less than Significant Impact)**

Stormwater Drainage Facilities

The proposed project would increase the level of stormwater runoff generated at the site and unloading area. As discussed in Section 4.10.1.2, 93 percent (67,269 square feet) of the site is pervious while the remaining seven percent is impervious (5,079 square feet). Post-construction, the site would consist of 14,387 square feet of pervious surface (equivalent to approximately 20 percent of the overall site area) and 57,961 square feet of impervious surface (equivalent to approximately 80 percent of the site). The project would increase impervious surfaces on site by 52,882 square feet. Additionally, as described in Section 3.2.3.3, the project would widen Commodore Drive, which would increase impervious surfaces by 3,190 square feet.

Stormwater runoff would be minimized in accordance with the Construction General Permit and SWPPP. The project proposes four flow-through planters lined with underdrain and one self-treating area which would reduce the rate of stormwater that enters the City's storm drain system, which treat runoff and reduce the rate of runoff during the 'design storm' parameters to pre-project levels as required by Provision C.3 of the MRP. Stormwater runoff at the unloading area would be directed towards new drainage swales connected to the City's stormwater conveyance system. Construction of these improvements would occur during the landscaping phase in accordance with City regulations and would not cause significant environmental effects. As discussed in Section 4.10.2 under Impact HYD-3, the project would not alter the existing drainage pattern such that runoff would exceed the capacity of existing or planned stormwater drainage systems, and therefore no new or expanded stormwater facilities would be required. **(Less than Significant Impact)**

Electric Power, Natural Gas, & Telecommunication Facilities

The project would connect to existing electric utility and telecommunication facilities within the project area. The project would not result in the relocation or construction of new electrical or telecommunication facilities. Construction of lateral connections between the proposed building and existing utility lines would occur during grading in accordance with City regulations and would not result in significant environmental effects. **(Less than Significant Impact)**

Impact UTL-2:	The project would not have insufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years. **(Less than Significant Impact)**

The project would construct a 171,610 square foot automobile dealership development, of which 43,254 square feet would be occupied space that would increase water demand. Water demand for

the project was estimated using water demand rates for a "Regional Shopping Center" land use provided by CalEEMod.[75] Based on these rates, the project would have a water demand of 5,167,160 gallons per year (equivalent to 14,157 gpd or 16 AFY).

Implementation of the proposed project would require amending the City's General Plan and the U.S. Navy Specific Plan to allow the development of the project site with an automobile dealership instead of a 152-room hotel development (as allowed under the current General Plan and U.S. Navy Specific Plan). Using the CalEEMod water demand rates for a "Hotel" land use, a 152-room hotel development would have a water demand of 4,284,272 gallons per year (equivalent to 11,738 gpd or 13.15 AFY).

In comparison with what was accounted for in the City's 2021 Water Service Master Plan (refer to Section 4.19.1.1), the project would increase anticipated water demand by 2.85 AFY.[76] In normal years, water supplies can accommodate an additional 2,082 AFY of water demand. The 2021 Water Service Master Plan concluded that with implementation of the City's Water Shortage Contingency Plan, water supplies can accommodate an additional 750 AFY and 414 AFY of water demand in 2025 during single- and multiple-dry years scenarios. Furthermore, this analysis assumes a worse-case scenario wherein the Bay-Delta Plan Amendment is fully implemented (refer to Section 4.19.1.1). Accordingly, sufficient water supplies are available to serve the project's additional water demand of 2.85 AFY during normal, dry and multiple dry years.

Impact UTL-3:	The project would not result in a determination by the wastewater treatment provider which serves or may serve the project that it does not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. **(Less than Significant Impact)**

Using water demand rates for a "Regional Shopping Center", the proposed automobile dealership would produce approximately 12,034 gallons of wastewater per day.[77] San Bruno is currently producing 2.8 mgd of wastewater. Comparatively, the increase in wastewater production generated by the proposed development would not exceed the capacity of the SSF/SB WQCP treatment plant, which is capable of treating 13 mgd during dry weather and 62 mgd during wet weather.[78]

Impact UTL-4:	The project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. **(Less than Significant Impact)**

Using solid waste generation rates for an "Auto dealer and service station" land use provided by CalRecycle, the proposed automobile dealership development would generate 390 pounds

[75] California Emissions Estimator Model. *Appendix D – Default Data Tables – Table 9.1 Water Use Rates*. May 2021.
[76] 16 AFY (the project's projected water demand) minus 13.15 AFY (the projected water demand accounted for in the 2021 Water Service Master Plan) equals 2.85 AFY.
[77] Based upon the CalEEMod standard estimate of wastewater comprising 85 percent of indoor water use. 14,157 gpd multiplied by .85 equals 12,034 gpd.
[78] City of San Bruno. *San Bruno General Plan*. March 2009.

(equivalent to 0.2 tons) of solid waste per day.[79] Comparatively, the incremental increase in solid waste produced by the project would not generate solid waste in excess of the Ox Mountain Landfill's permitted daily throughput (3,598 tons daily) or its remaining capacity (22,180,000 cubic yards). Additionally, the project would be required to participate in San Bruno's waste diversion program, which meets the State's 50 percent waste diversion requirement through composting, facility recovery, recycling, source reduction, and transformation.

For these reasons, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals.

Impact UTL-5:	The project would not be noncompliant with federal, state, or local management and reduction statutes and regulations related to solid waste. **(No Impact)**

In addition to the solid waste generated by operation of the proposed building, large amounts of construction waste would be generated during construction activities. At least 50 percent of this construction waste will be recycled, in compliance with the City's Recycling and Diversion of Debris from Construction and Demolition Ordinance (Section 10.23 of the San Bruno Municipal Code). Implementation of recycling measures during the construction and post-construction phases of the project would contribute to the City's compliance with the waste diversion requirements under state law. **(No Impact)**

[79] The CalRecycle solid waste generation rate for a "Auto dealer and service station" land use is 0.9 pounds per 100 square feet. 43,254 divided by 100 multiplied by 0.9 equals 390 pounds or 0.2 tons. One ton is equivalent to 2,000 pounds. Source: California Department of Resources Recycling and Recovery (CalRecycle). "Estimated Solid Waste Generation Rates". Accessed July 19, 2022. https://www2.calrecycle.ca.gov/wastecharacterization/general/rates

4.20 WILDFIRE

4.20.1 Environmental Setting

4.20.1.1 *Regulatory Framework*

State

Fire Hazard Severity Zones

CAL FIRE is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. Referred to as Fire Hazard Severity Zones (FHSZs), these maps influence how people construct buildings and protect property to reduce risk associated with wildland fires. FHSZs are divided into areas where the state has financial responsibility for wildland fire protection, known as state responsibility areas (SRAs), and areas where local governments have financial responsibility for wildland fire protection, known as LRAs. Homeowners living in an SRA are responsible for ensuring that their property is in compliance with California's building and fire codes. Only lands zoned for very high fire hazard are identified within LRAs.

California Fire Code Chapter 47

Chapter 47 of the California Fire Code sets requirements for wildland-urban interface fire areas that increase the ability of buildings to resist the intrusion of flame or burning embers being projected by a vegetation fire, in addition to systematically reducing conflagration losses through the use of performance and prescriptive requirements.

California Public Resources Code Section 4442 through 4431

The California Public Resources Code includes fire safety regulations that restrict the use of equipment that may produce a spark, flame, or fire; require the use of spark arrestors on construction equipment that uses an internal combustion engine; specify requirements for the safe use of gasoline-powered tools on forest-covered land, brush-covered land, or grass-covered land; and specify fire suppression equipment that must be provided onsite for various types of work in fire-prone areas. These regulations include the following:

- Earthmoving and portable equipment with internal combustion engines would be equipped with a spark arrestor to reduce the potential for igniting a wildland fire (Public Resources Code Section 4442);
- Appropriate fire suppression equipment would be maintained during the highest fire danger period, from April 1 to December 1 (Public Resources Code Section 4428);
- On days when a burning permit is required, flammable materials would be removed to a distance of 10 feet from any equipment that could produce a spark, fire, or flame, and the construction contractor would maintain appropriate fire suppression equipment (Public Resources Code Section 4427); and
- On days when a burning permit is required, portable tools powered by gasoline-fueled internal combustion engines would not be used within 25 feet of any flammable materials (Public Resources Code Section 4431).

California Code of Regulations Title 14

The California Board of Forestry and Fire Protection has adopted regulations, known as SRA Fire Safe Regulations, which apply basic wildland fire protection standards for building, construction, and development occurring in a SRA. The future design and construction of structures, subdivisions and developments in SRAs are required to provide for the basic emergency access and perimeter wildfire protection measures discussed in Title 14.

Fire Management Plans

CAL FIRE has developed an individual Unit Fire Management Plan for each of its 21 units and six contract counties. CAL FIRE has developed a strategic fire management plan for the San Mateo-Santa Cruz Unit, which covers the project area and addresses citizen and firefighter safety, watersheds and water, timber, wildlife and habitat (including rare and endangered species), unique areas (scenic, cultural, and historic), recreation, range, structures, and air quality. The plan includes stakeholder contributions and priorities and identifies strategic areas for pre-fire planning and fuel treatment as defined by the people who live and work with the local fire issues.

Regional and Local

City of San Bruno General Plan

Various policies in the City's General Plan have been adopted for the purpose of avoiding or mitigating wildfire impacts resulting from planned development within the City including the following:

Policies	Description
ERC-12	Balance the need for fire safety and invasive plant species management with new considerations along the city's scenic corridors. Encourage buildings to be locked outside of the tree's drip-line or 12 feet from the tree trunk, whichever is greater, and/or incorporating special techniques to minimize root damage, etc.
HS-1	Regulate development, including remodeling or structural rehabilitation, to assure adequate mitigation of safety hazards on sites having a history or threat of slope instability, erosion, subsidence, seismic dangers (including those resulting from liquefactions, ground failure, ground rupture), flooding, and/or fire hazards.
PFS-9	Upgrade the water distribution system as necessary to provide adequate water pressure to meet fire safety standards and to respond to emergency peak water supply needs.
PFS-30	Require installation and maintenance of fire protection measures in high-risk and urban-interface areas, including but not limited to: • Proper siting, road and building clearances, and access; • Brush clearance (non-fire resistant landscaping 50 feet from structures); • Use of fire resistive materials (pressure-impregnated, fire resistive shingles or shakes); • Landscaping with fire resistive species; and • Installation of early warning systems (alarms and sprinklers).

Policies	Description
PFS-31	Ensure adequate fire water pressure as a condition of approval for all new development projects.
PFS-34	Identify and remove mature and/or diseased Eucalyptus trees in rights-of-way and other open areas, if they pose a fire hazard or other threat to health and safety.
PFS-39	Minimize risks to single-access residential neighborhoods by providing alternative access for fire and other emergency personnel.

4.20.1.2 *Existing Conditions*

San Bruno is located in a LRA in the CAL FIRE San Mateo – Santa Cruz Administrative Unit and contains no very high fire hazard severity zones.[80]

The greatest potential for fire hazards in the City of San Bruno occurs in designated Wildland Fire Hazard Areas near extensive natural vegetation, specifically Crestmoor Canyon, Junipero Serra County Park, and San Francisco Water Department's Peninsula Watershed. Dense stands of eucalyptus trees within the Rollingwood and Crestmoor neighborhoods also pose fire hazard potential. Urban-interface hazard areas are developed areas near Wildland Fire Hazard Areas potentially at risk of damage should a wildland fire occur. In these areas, highly flammable vegetation mixed with steep topography and long, dry summers create potential for wildland fires. The project site is also not within a wildland fire hazard area; however, a southern portion of the project site is within a designated Wildland/Urban Interface Hazard Area, which includes developed areas within the city with the potential to be exposed to wildland fires.[81]

[80] California Department of Forestry and Fire Protection. *Fire Hazard Severity Zone Viewer*. Accessed June 23, 2021. https://egis.fire.ca.gov/FHSZ/
[81] City of San Bruno. *San Bruno General Plan*. Adopted March 24, 2009. Figure 8-2. https://www.sanbruno.ca.gov/DocumentCenter/View/1666/General-Plan-Complete-PDF

4.20.2 Impact Discussion

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
1) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
2) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
3) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
4) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

The project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones and is not mapped within the City's Wildland Fire Hazard area. Therefore, the project would not result in wildfire impacts. Additionally, General Plan Policy PFS-30 would require the project to install and maintain a variety of fire protection measures and be built to 2022 California Fire Code standards with fire suppression systems. Further, as discussed in Section 4.15 under Impact PS-1, fire protection services are adequate to meet new demand generated by the project. **(No Impact)**

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
1) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
2) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☒	☐	☐
3) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Impact MFS-1: The project, with incorporation of identified mitigation measures, does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. **(Less than Significant Impact with Mitigation Incorporated)**

As discussed in the individual resource sections of this Initial Study, the proposed project would not degrade the quality of the environment with adherence to existing laws, regulations, and policies and implementation of the identified mitigation measures. As discussed in Section 4.4, implementation of mitigation measures MM BIO-1.1 and MM BIO-1.2 would ensure that construction does not result in the loss of fertile eggs or nestlings or otherwise lead to nest abandonment. As discussed in Section 4.5, implementation of MM CUL-2.1 and MM CUL-2.2 would ensure that any undiscovered subsurface archaeological resources (if present) encountered during project construction would be identified and preserved. Finally, adherence with MM GHG-1.1 and MM GHG-1.2 (refer to Section 4.8 Greenhouse Gas Emissions) would ensure that the project does not generate significant GHG emissions, and helps the state achieve its short-term goal of achieving a 40 percent reduction in GHG

emissions below 1990 levels by 2030 and long-term goal of achieving carbon neutrality by 2045 in order to prevent substantial climate change impacts.

Impact MFS-2:	The project does not have impacts that are individually limited, but cumulatively considerable. **(Less than Significant Impact with Mitigation Incorporated)**

Under Section 15065(a)(3) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has potential environmental effects "that are individually limited, but cumulatively considerable." As defined in Section 15065(a)(3) of the CEQA Guidelines, cumulatively considerable means "that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

Because criteria air pollutant and GHG emissions would contribute to regional and global emissions of such pollutants, the identified thresholds developed by BAAQMD and used by the City of San Bruno were developed such that a project-level impact would also be a cumulatively considerable impact. The project would not result in significant emissions of criteria air pollutants or GHG emissions and, therefore, would not make a substantial contribution to cumulative air quality or GHG emissions impacts. The discussion of project criteria pollutant impacts presented in Section 4.3 also reflects cumulative conditions, and the project would not contribute to significant cumulative impacts. The project's contribution to cumulative climate change impacts was presented in Section 4.8 as less than cumulatively considerable. Similarly, the discussion of the project's energy impact also reflects cumulative conditions, since the project's consumption of electricity, natural gas, and gasoline was assessed in comparison with consumption at the state and county level. Therefore, the proposed project would not make a substantial contribution to cumulative air quality, energy use, or GHG emissions impacts.

The project would not impact agricultural or forestry resources or mineral resources, therefore there is no potential for cumulative impacts to these resources. Nor are there any cumulative impacts associated with wildfire risk, as the project site is not located in or near state responsibility areas or lands classified as very high fire hazard severity zones, or within a locally designated Wildland Fire Hazard area.

No significant impacts were identified in connection with operation of the proposed project in conjunction with existing and approved developments in the City of San Bruno. There are no pending (i.e., projects with a formal application on file) or approved projects within the proposed project's operational area of effect that were not taken into account in this Initial Study. Accordingly, operation of the project would not result in any cumulatively considerable impacts.

Construction of the project (without mitigation incorporated) could result in highly localized and temporary impacts as regards community health risk associated with TACs; nesting and migratory birds; undiscovered subsurface archaeological resources, human remains, and paleontological resources; penetration of critical aeronautical surfaces by construction equipment; and exposure of nearby receptors to substantial construction noise and vibration. With implementation of the

mitigation measures identified throughout this Initial Study, these impacts would be less than significant. As noted above, there are no pending or approved projects within 1,000 feet of the project site. Accordingly, construction of the proposed project would result in a cumulatively considerable impact.

Impact MFS-3:	The project does not have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. **(Less than Significant Impact with Mitigation Incorporated)**

Consistent with Section 15065(a)(4) of the CEQA Guidelines, a lead agency shall find that a project may have a significant effect on the environment where there is substantial evidence that the project has the potential to cause substantial adverse effects on human beings, either directly or indirectly. Under this standard, a change to the physical environment that might otherwise be minor must be treated as significant if people would be significantly affected. This factor relates to adverse changes to the environment of human beings generally, and not to effects on particular individuals. While changes to the environment that could indirectly affect human beings would be represented by all of the designated CEQA issue areas, those that could directly affect human beings include air quality, hazards and hazardous materials, and noise. As documented in Sections 4.3, 4.9, and 4.13 of this Initial Study, respectively, adherence with existing laws, regulations, and policies and implementation of the identified mitigation measures would reduce these impacts to a less than significant level. No other direct or indirect adverse effects on human beings have been identified.

SECTION 5.0 REFERENCES

The analysis in this Initial Study is based on the professional judgement and expertise of the environmental specialists preparing this document, based upon review of the site, surrounding conditions, site plans, and the following references:

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SECTION 6.0 LEAD AGENCY AND CONSULTANTS

6.1 LEAD AGENCY

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PaleoWest, LLC.
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Garret Root, Office Principal/Historical Resources Program Manager

SECTION 7.0 ACRONYMS AND ABBREVIATIONS

ADA	Americans with Disabilities
APN	Assessor's Parcel Number
BAAQMD	Bay Area Air Quality Management District
Basin Plan	Water Quality Control Plan for the San Francisco Bay Basin
Bgs	Below ground surface
Btu	British thermal units
C/CAG	San Mateo City and County Association of Governments
CAL FIRE	California Department of Forestry and Fire Protection
Cal/OSHA	California Department of Industrial Relations, Division of Occupational Safety and Health
CalARP	California Accidental Release Prevention
CalEPA	California Environmental Protection Agency
CalEPA	California Environmental Protection Agency
CALGreen	California Green Building Standard Code
CARB	California Air Resources Board
CBC	California Building Standard
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CFC	Chlorofluorocarbon
CGS	California Geological Survey
CH_4	Methane
CLUP	Comprehensive Airport Land Use Plan
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
CO_2	Carbon Dioxide
CO_2e	Carbon Dioxide Equivalents
Construction General Permit	NPDES General Construction Permit for the State of California
CRHR	California Register of Historical Resources
CUPA	Certified Unified Program Agency
CUPA	Certified Unified Program Agency

dBA	A-weighted decibel
DNL	Day-Night Level
DPM	Diesel Particulate Matter
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
EO	Executive Order
EPA	Environmental Protection Agency
EV	Electric Vehicle
FAA	Federal Aviation Administration
FAR	Floor Area Ratio
FEMA	Federal Emergency Management Agency
FMMP	Farmland Mapping and Monitoring Program
FRIM	Flood Insurance Rate Maps
FTA	Federal Transit Administration
GBI	Grand Boulevard Initiative
GPA	General Plan Amendment
GWh	Gigawatt hours
HCP	Habitat Conservation Plan
Highway 35	Skyline Boulevard
HSWA	Federal Hazardous and Solid Waste Amendments
I-280	Interstate 280
I-380	Interstate 380
kBtu	Thousand British thermal units
kWh	Kilowatts per hour
L_{eq}	Average energy level intensity of noise over a given period of time
L_{max}	Maximum A-weighted noise level during a measurement period
MBTA	Migratory Bird Treaty Act
$MMTCO_2e$	Million Metric Tons of Carbon Dioxide Equivalent
MND	Mitigated Negative Declaration
mpg	Miles per gallon
MRZ	Mineral Resource Zones
MT	Metric ton

N_2O	Nitrous Oxide
NAHC	Native American Heritage Commission
NCCP	Natural Community Conservation Plan
NFIP	National Flood Insurance Program
NO_2	Nitrogen Dioxide
NOD	Notice of Determination
NOI	Notice of Intent
NO_x	Nitrogen Oxides
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O_3	Ozone
PCB	Polychlorinated biphenyls
PDA	Priority Development Areas
PDA	Priority Development Areas
PM	Particulate Matter
PM_{10}	Particulate matter with a diameter of 10 microns or less
$PM_{2.5}$	Particulate matter with a diameter of 2.5 microns or less
RCRA	Resource Conservation and Recovery Act
RHNA	Regional Housing Need Allocation
ROG	Reactive Organic Gases
RPS	Renewable Portfolio Standard
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCS	Sustainable Communities Strategy
SF_6	Sulfur Hexafluoride
SFHA	Special Flood Hazard Areas
SFO	San Francisco International Airport
SHMA	Seismic Hazards Mapping Act
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SO_x	Sulfur Oxides
SR-1	California State Route 1
SR-35	California State Route 35

SR-92	State Route 92
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TCR	Tribal Cultural Resource
Title 24	Title 24, Part 6 of the California Code of Regulations
TMDL	Total Maximum Daily Loads
TSCA	Toxic Substances Control Act
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
VMT	Vehicle Miles Traveled
Williamson Act	California Land Conservation Act